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Chance for the bright boys

Less accent on seniority and more on ability will be the Royal Navy's future policy in choosing chief petty officers, but care is being taken to safeguard the prospects of men already near the "top of the ladder."

Instead of the present taxi-rank advancement on the rosters, with little hope of overtaking, the new scheme will be based on selection and promotion — as already introduced for the Fleet Chiefs.

There will not be a requirement for professional expertise beyond what is needed now, nor will there be new examinations, the Admiralty Board believing that assessment of suitability can be made satisfactorily through the reporting system and selection boards.

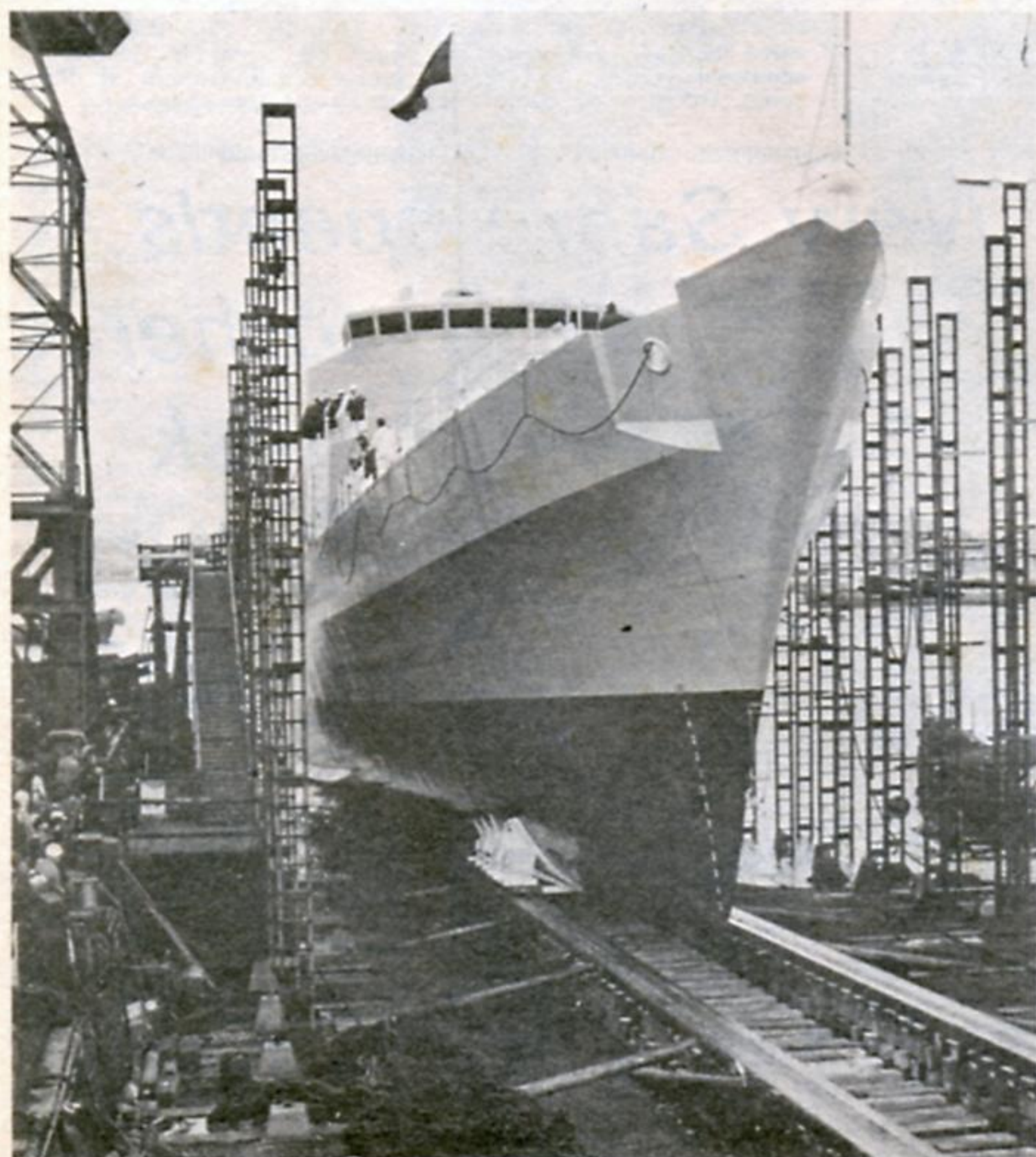
The question of educational qualification is, however, only "in abeyance," but no changes will be made in the future without "ample notice."

The rules now announced deal separately with the non-technician and technician branches.

In the case of the non-technicians, petty officers will come "into the zone" for promotion after three years (including acting time) and their chances will depend upon their annual reports, including two consecutive reports recommending suitability, "now."

(Continued on page 40)

Lucky omen at Amazon launch



The first Type 21 frigate for the Royal Navy, H.M.S. Amazon, launched at the Vosper-Thornycroft yard, Southampton, on April 26, started its life with a lucky omen.

After being named by Princess Anne, the VIP guests and crowds of sightseers wondered why the ship did not move, but after an agonizing minute or so delay, the Amazon slid slowly down the slip.

According to tradition, vessels are regarded as lucky if they show reluctance to go into the water.

H.M.S. Amazon is the first gas turbine frigate to be both designed and constructed for the Service by a private shipbuilder, and the first warship designed as a collaborative venture by Vospers and Yarrow (Shipbuilders) Ltd.

FOURTH ORDERED

Two other Type 21s are also under construction at Southampton, and a fourth has been ordered from Yarrow.

The ships have a standard displacement of 2,500 tons, and are powered by Rolls Royce Olympus and Tyne gas turbines. Armament includes Seacat missiles, 4.5 in. gun, and Wasp helicopter.

Living accommodation is of a high standard, with bunk sleeping, separate dining halls, and cafeteria messing.

There have been eight other Amazons in the Royal Navy.

Away after a reluctant start goes the first of a new class of ship for the Navy, H.M.S. Amazon. Accommodation is provided for a ship's company of 192, but the normal complement is not expected to exceed 170.

Picture: PO Dave Morris

THEIR LIVE VALENTINE



A big welcome awaited Miss Jill Hanson aboard H.M.S. London at Malta, for apart from being a shapely eye-catcher in hot pants, she was also their Valentine. Jill, from B.B.C. Radio London, became associated with the ship through reading listeners' Valentines over the air during the postal strike. She visited H.M.S. London to gather radio material.

Picture: N/A Roger Ball

Way of (some) Irish

When the Irish "blew up the Royal Navy" at Baltimore Harbour, in Eire, the Western Morning News described the incident soberly as an "outrage," but the Press generally had a field day of cartoon and fun.

H.M.S. Hecate, at the request of the Eire Government, was carrying out hydrographic work at the harbour approaches, and left two boats, one of 35ft. and the other 18, to finish the job.

The crew were living ashore, and the boats were out on moorings. Under cover of darkness, I.R.A. sympathizers blew the larger vessel in two, setting the smaller craft adrift. The wreck and small boat were found on the shore.

However, the surveys continued. Then H.M.S. Hecate returned to pick up the men involved, as threats were heard that her arrival would be "resisted."

Any further funny business wouldn't really have been funny at all, and a massive Irish Republican security operation was mounted until the Hecate sailed away again.

The Irish Government have expressed their regret for the incident, and offered compensation for the damage caused.

AFTER THE RUNDOWN

Singapore, Malaysia, Britain, Australia, and New Zealand on April 16 signed a pact in London, giving effect to the arrangement for consultation on defence measures should Singapore or Malaysia be attacked.

Britain's military contribution will consist of an Army battalion, six frigates and a submarine (plus visiting ships), four or five Nimrod reconnaissance planes, and a squadron of helicopters.

Britain will continue to train troops in the area.

During the rundown, the Five Power conference agreed, it would not now be necessary to have a big "cover force," and this will result in some change of programme for Royal Navy ships.

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DRAFTY'S
CORNERLFS — one of the
plums

One of the plums of life in the Navy has been the Local Foreign Service Draft. This can either be Local Foreign Service Ashore (LFSA) or Local Foreign Service at Sea (LFSS) — both can be accompanied or unaccompanied. Both married and single men have equal opportunities for this type of service — Drafty makes no distinction between them.

The Hot Word on
LFS billets

Regrettably, the opportunity for LFS has been drastically reduced. Billets abroad ashore in the R.N. and Foreign and Commonwealth Navies are now very limited. More often than not these require men who are specialists of one particular kind or another to fill them.

DCI(RN) 174/71 gives the latest information on the location of all shore billets abroad and a complete breakdown for each rating and SQ. Ask your Divisional Officer to get hold of a copy for you if you are interested in taking your chance for one of these desirable billets.

How the branches
fare

Some branches are more fortunate than others in having many more billets from which to choose in a variety of countries. Leading the field are the writers, followed by the communicators. At the other end of the league table, are the regulators and physical trainers.

The situation is unlikely to change in the foreseeable future.

The following table shows the present position for LFSA (accompanied or unaccompanied) billets but does not take account of variety:

Seamen	145	Engine Room	72
Weapons	145	Supply & Secretariat	165
Electrical	243	Medical	96
Communicators	227		

These numbers may vary slightly at any given time. You will see that the number of billets available is not large, compared with the 50,000 men eligible.

LFSS billets

In addition to shore billets abroad there is a very limited number of sea billets (LFSS) available. Your chances here are not high. However, it is always worth having a try and you never know, your long shot may come off.

Service with other
Navies

From time to time volunteers are needed to serve with Commonwealth or Foreign Navies. If



you are interested watch for the noticeboard issues of DCIs which will give the details and ask for volunteers.

However, you need not wait for a DCI — you can volunteer for this type of service at any time by filling in a Drafting Preference Card.

How to "Slap in"

By now you will have gathered the chances of getting one of these popular billets are not as good as they used to be. However, all is not lost — someone has to be lucky in filling them as they become vacant.

If you want to be in with a chance keep your Drafting Preference Card up to date, and say YES in the appropriate box if you wish to spend your port service abroad. This way you

will at least ensure that you are in the running when a vacancy does occur.

If you are a volunteer for LFSA or LFSS, accompanied or unaccompanied, and want to know where you stand, ask Drafty by using a B45B (Drafting Preference Request).

From Drafty's point of view it is surprising how few volunteers we seem to have just at the moment we need them. You will increase your chances and help us to help you if you keep us up to date.

It should be stressed that Drafty does try to share the cream evenly and no discrimination is made between married and single men. So if there are two volunteers and everything else is equal we would give the job to the man who had not yet had a bite of the cherry.

EXCHANGES OF DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

B. Hamilton, LS(UW), R.N. Rifle Range, Trevel, H.M.S. Raleigh. On draft to H.M.S. Upton, July 19. Will change for Home Sea Service draft, Plymouth, Portsmouth or Chatham. Preferably Plymouth.

B. V. Stonham, LSA, Naval Stores Office, H.M.S. Drake. On draft to H.M.S. Puma, October. (Changes base port to Portsmouth next February). Will exchange for Devonport-based ship.

W. M. Simpson, MEM 1, H.M.S. Fox. Will exchange for any shore base or ship in Rosyth area.

M. J. Clifford, LRO(G), H.M.S. Mercury. On draft to H.M.S. Andromeda, September. Will exchange for any large Portsmouth or Plymouth-based ship.

G. M. Beck, Main Gate Staff Mess, H.M.S. Pembroke. On draft to H.M.S. Drake (Berry Head L.R.P.). Port Service (over three months) June 1. Will change for similar service Chatham (preferred) or Portsmouth areas.

A. Ferguson, OEM, H.M.S. Triumph. On draft to H.M.S. Collingwood (over six months) July 14. Will change for ship or establishment in Scotland — Rosyth preferred.

D. E. Westwood, LMEM(JICE), Calliope Mess, H.M.S. Sultan. On draft to H.M.S. Jaguar, mid-July. Will change for any long refit ship, or shore billet.

M. S. Hayman, AB (UW Star), H.M.S. Penelope. Will change for any Home Sea Service ship, Portsmouth based, or any Portsmouth shore base (over six months).

A. J. Palmer, SA H.M.S. Yarmouth, refitting at Rosyth. Will change for shore base at Plymouth or Cornwall.

B. Jacobs, LRP(G), Warrior Block, H.M.S. Warrior, Eastbury Park, Northwood. On draft to H.M.S. Fife on September 7. Will change for any Devonport based ship.

W. Shorrocks, LOEM, H.M.S. Phoebe. Will exchange for any U.K. shore base, or ship on L.R.P., preferably Chatham or Portsmouth.

M. R. Watson, AB (RP2 — Nav. Yeo) H.M.S. Gurkha wishes to exchange for any Portland or Portsmouth based ship.

T. J. Harris, AB (RP Star), 15 Mess, H.M.S. Osprey, being drafted to H.M.S. Lincoln in July, will exchange for draft to H.M.S. Devonshire.

E. Waloch, LOEM, N.E.M.T., Institute of Naval Medicine, Alverstoke, Hants, being drafted to H.M.S. Hecla (joining at Trinidad on June 26) as W.E. office writer, will change for any Portsmouth ship, preferably G.S.C.

R. J. Fricker, LS(UW2) H.M.S. Tyne. Being drafted to H.M.S. Grenville (Home Sea Service) at Portsmouth. Will change for ship or shore base in Devonport.

A NUNNERY'S
NAVY
DAYS

Twenty hearty sailors from the Leander-class frigate H.M.S. Bacchante marched into a remote hill-top convent on the West Indian island of St Kitts and left a few days later with the gratitude and best wishes of all the nuns within.

A Bacchante ship's crest hangs in the convent entrance hall to recall memorable days of Navy-Nunnery co-operation. Surely the most inappropriately named ship ever to leave a permanent memento in a convent.

The story began when the frigate arrived at St Kitts in the Leeward Islands and received a request from the local convent for any assistance possible with renovation of the home of the Sisters. Prospects of completing the work before more members of the order arrived in May appeared remote.

JUNGLE

The frigate accepted the challenge and a preliminary survey was made of the home, situated on a hill overlooking Basseterre, and the sea. Though basically sound, the property was suffering from years of neglect and was surrounded by almost impenetrable jungle.

The survey party returned to the ship armed with a list of tools, equipment and materials. On three successive days volunteer working parties led by the chief shipwright set out to prove that the age of miracles is not yet past.

Sustained by beer and bag meals, the sailors renewed a large section of the roof, rewired the building and installed additional switches and power points. Other parties cleared the

surrounding undergrowth. A coat of fresh paint put the final touch of transformation.

If any of the men had images of nuns being aged and unfeminine their ideas were drastically altered by their visit. Charming young ladies in pretty dresses, laughing and chattering, kept the sailors supplied with beer during their thirsty work — and one officer was entertained to supper.

Now some feel that Mother Superiors in the Royal Navy might be as beneficial as the new Fleet Chiefs. — L.P.

Last of old
Dental branch

With the retirement early this month of CPO MA(DH) Ted Riley, the Navy's Dental branch for ratings finally disappears.

In recent years CPO Riley, who originally joined in 1945 as a "hostilities only" man, has seen colleagues of the old Dental branch depart one by one until he remained the sole surviving rating and the only man to wear the "D" badge permanently.

Ratings at present engaged on dental work train through the General Medical Branch and serve in dental appointments for specified periods.

"Outside," CPO Riley continues his career by joining a group dental practice at Plymouth as a dental hygienist.

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New Sabre speeds
to her
task

Showing a turn of speed is H.M.S. Sabre, third and final craft of the fast training boat type constructed by Vosper Thornycroft, following her sister ships H.M.S. Cutlass and Scimitar. She has a complement of two officers and ten ratings.

The Sabre was accepted from the contractors in March and commissioned on the same day. She soon started work-up at Portland, where she is to remain with the rest of the squadron to carry out her role of training ships in anti-FPB tactics.

Her "vital statistics": Length, 100 feet; beam, 26 feet; displacement, 100 tons; speed, more than 40 knots.

LATEST FILMS FOR THE FLEET

From Percy to Z —it's all here

The Private Life of Sherlock Holmes — Robert Stephens, Colin Blakely, Genevieve Page. A comedy drama, this is a light-hearted re-creation of the Holmes and Watson characters — genial, entertaining and amusing. (United Artists). No. 870.

Z — Yves Montand, Irene Papas. A story of political assassination, engrossing, and told with great sincerity. It moves with tremendous vigour and pace. (Anglo-EMI). No. 871.

Take a Girl Like You — Hayley Mills, Oliver Reed, Sheila Hancock. This film contains some highly amusing scenes.

Much of it, however, is serious and straight with a touch of political satire and a mixture of sex drama and sex comedy. (Columbia). No. 872.

You Can't Win 'em All — Tony Curtis, Charles Bronson, Michele Mercier. This action film is set in Turkey and contains plenty of fighting and spectacle, and, by way of contrast, considerable humour. (Columbia). No. 873.

Percy — Hywel Bennett, Elke Sommer, Britt Ekland. Although the subject of this farcical sex comedy is questionable, the treatment is light, delicate and very amusing. Good comedy entertainment. (Anglo-EMI). No. 874.

Paint Your Wagon — Lee Marvin, Clint Eastwood, Jean Seberg. This film can fairly be described as a masculine musical as it has a largely male cast. The good songs are put over with plenty of bounce and the story is roistering, bawdy, comic, and very entertaining. (Paramount). No. 875.

Hoffman — Peter Sellers, Sinead Cusack. A fanciful story which is witty, amusing and occasionally touching. An unusual tale with an intriguing opening (which is, in fact, a leg pull), it provides good light entertainment. (Anglo-EMI). No. 876.

Hayley's in big demand



To many cinemagoers the name of Hayley Mills, famous member of a famous British film family, may call to mind a variety of charming Walt Disney family-style screen adventures.

But in the story of "Take a Girl Like You" there appear to be numerous attacks on the screen virtue of the lovely Hayley, now 25. She is seen as an appealing North Country innocent with a kind of beauty which spells S.E.X. for any marauding male.

She travels south to become a schoolteacher, apparently finds somewhat disreputable lodgings, and immediately has to start battling to fend off the advances of a variety of would-be seducers.

The success of her battle, though sometimes on the brink of defeat, is the theme of this story which is the fourth Kingsley Amis book to be filmed.

PERCY GETS BUSY

Meanwhile, an inventive variation on the age-old theme of that same three-letter word is suggested in the much-publicized comedy "Percy" by what must be the ultimate in transplant operations. Fantasy it might be, but the imagination, as they say, boggles!

These are two of the offerings in a bumper list of the latest films issued to the Fleet by the Royal Naval Film Corporation.

Other popular titles include "The Private Life of Sherlock Holmes," "Paint Your Wagon," and "Hoffman" (which stars Peter Sellers).



Left: Watch your step! Jenny Bunn (Hayley Mills) gets involved in a skirmish during her battle to repulse numerous advances in the film "Take a Girl Like You." The man passing the time by making a pass is Patrick (Oliver Reed.)

Above: With provocative poses like this, Aimi Macdonald, beautiful 26-year-old doctor's daughter from Ayrshire, Scotland, puts her early training as a dancer to good effect in "Take a Girl Like You," in which she makes her large screen debut.

Displaying the seat—and the hot pants



Normally, high flying occupants of ejection seats probably have very little time to sit back and view the beauties of the world about them. But, travelling around demonstrating the "hot seat" to the public, it's just possible that one of those beauties might appear, delightfully dressed up in a hot pants outfit.

A visitor who brought glamour to the scene when Air Mechanician 2nd Class Brian Hawes was demonstrating the ejection seat on the Fleet Air Arm stand at the Bournemouth and Southwest Boat Show was Penny Mallett.

Brian is a member of the Fleet Air Arm Presentation Team which is touring the country, visiting schools and exhibitions as far apart as Newcastle and Southampton.

'Scranbag' goes the rounds

Special efforts are being made by the R.N. Film Corporation to enable as many people as possible to see "Scranbag 1970" which is now on release.

The corporation is aiming for a wide distribution of "Scranbag" which "dips into" a year of naval news and social occasions.

Copies have been allocated to the film libraries at Portsmouth, Devonport, Rosyth, Faslane, Malta, Gibraltar, Singapore, Bahrain, Mauritius and Hong Kong, and to H.M. Ships Ark Royal, London, Bacchante, Llandaff, Albion, Naiad and Achilles.

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COMMISSIONING FORECAST

The latest commissioning forecast is as follows:-

MAY

DIOMEDE (GP Frigate). Early May at Portsmouth. General Sea Service. Home/East of Suez/Home. Captain's Command with full staff. U.K. Base Port, Chatham.

FORTH (S/M Depot Ship). End May. Reduced refit complement at Devonport. Port Service. U.K. cooks and stewards replace L.E.P. Devonshire (GM Destroyer). May 24 at Portsmouth. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Portsmouth.

JUNE

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company (R.M.). General Sea Service. Home/South Atlantic. South America. U.K. Base Port, Portsmouth.

TIGER (815 Squadron). Mid-1971 at Cudde. 4 Sea Kings. General Sea Service. U.K. Base Port, Portsmouth.

BRIGHTON FLIGHT. June 14 at Portland. General Sea Service. One Wasp. U.K. Base Port, Chatham.

JULY

ANDROMEDA (GP Frigate). July. L.E.P. cooks and stewards replace U.K. ratings.

LINCOLN (A/D Frigate). July 9. Trials crew. Chatham. Port Service. U.K. Base Port, Chatham.

AUGUST

VIDAL FLIGHT. August 3, transfers to Hecate (tentative).

HYDRA (Survey Ship). August at Chatham. Foreign Service (Phased). Malacca and Singapore Straits. L.E.P. (A). U.K. Base Port, Chatham.

RHYL FLIGHT. August 9 at Portland. One Wasp. General Sea Service. U.K. Base Port, Devonport.

ESKIMO (GP Frigate). August 2 at Chatham. Long refit party. Port Service.

LINCOLN (A/D Frigate). August 5 at Chatham. General Sea Service. U.K. Base Port, Chatham.

SEPTEMBER

MOHAWK (GP Frigate). September 6 (tentative). Trials crew at Portsmouth. Commissions January 13, 1972 (tentative). L.E.P. (A). U.K. Base Port, Devonport.

CHICHESTER (A/D Frigate). September 6. Special refit complement at Rosyth. Port Service.

OCTOBER

GALATEA (GP Frigate). October 4 at Devonport. Dockyard Control. Port Service.

TIGER (Cruiser). End October (tentative). Trials crew at Devonport. Port Service. U.K. Base Port, Portsmouth. Commissions end of February, 1972 (tentative).

NOVEMBER

EXMOUTH (A/S Frigate). November. L.E.P. cooks and stewards replace U.K. ratings.

WISTON (CMS). November. Refit crew at Gibraltar. Port Service.

APOLLO (GP Frigate). November 26. Reduced trials crew at Glasgow. Port Service (buildings). U.K. Base Port, Devonport.

DECEMBER

RHYL (A/S Frigate). December 2 (tentative). Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissions end January 1972.

BRIGHTON (A/S Frigate). December 2. Trials crew at Chatham. Port Service. U.K. Base Port, Chatham. Commissions February 17.

BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

GAVINTON (M/H). December at Rosyth. Home Sea Service. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

HERMIONE (GP Frigate). December. General Sea Service. Captain's Command with full staff. U.K. Base Port, Portsmouth.

JANUARY 1972

MOHAWK (GP Frigate). January 17 (tentative) at Portsmouth. General Sea Service. Home/East of Suez. L.E.P. (A). U.K. Base Port, Devonport.

TORQUAY (A/S Frigate). January 6. Trials crew at Chatham. Port Service. U.K. Base Port, Portsmouth. Commissions April 6.

TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.

MONKTON (CMS). January at Devonport. Local Foreign Service.

BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.

HUBBERTSON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.

RHYL (A/S Frigate). End January at Devonport. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Devonport.

APOLLO FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.

ARIADNE FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.

FEBRUARY

PUMA (A/A Frigate). February 7. Base Port changes to Portsmouth.

BRIGHTON (A/S Frigate). February 17 at Chatham. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Chatham.

PENELOPE (GP Frigate). Mid-February at Chatham. Long refit party. Port Service.

MATAPAN (Destroyer). February 24 (tentative). Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions June 30 for AUWE trials.

APOLLO (GP Frigate). February 25. Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissions April, 1972. Captain's Command.

TIGER (Cruiser). End February (tentative) at Devonport. General Sea Service. U.K. Base Port, Portsmouth.

APRIL

TORQUAY (A/S Frigate). April 6 at Chatham. Navigational and MEO training. Home Sea Service. U.K. Base Port, Portsmouth.

LEANDER (GP Frigate). April (tentative). Trials crew at Devonport. Port Service. Commissions June (tentative).

APOLLO (GP Frigate). April (tentative). General Sea Service. Captain's Command.

MAY

KENT (GM Destroyer). May 4. Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions August 31.

BACCHANTE (GP Frigate). Base Port changes to Chatham.

ARIADNE (GP Frigate). May at Glasgow. Reduced trials crew. Port Service. U.K. Base Port, Devonport.

JUNE

LEANDER (GP Frigate). June 8 at Devonport. General Sea Service. U.K. Base Port, Devonport. Captain's Command with full staff.

NUBIAN (GP Frigate). June 15. Trials crew at Rosyth. Port Service. L.E.P. (A). U.K. Base Port, under consideration. Commissions September 7.

LAST OF THE LINE



Mrs. Gibbs, wife of Major-General R. C. Gibbs, Commander British Forces Gulf, is helped to cut the commissioning cake by the youngest rating on board H.M.S. Gavinton, Junior Seaman Derek Usher.

This may look like just another cake-cutting, but it has a special significance for the British naval presence in the Persian Gulf.

The cake was baked for the minehunter H.M.S. Gavinton, to mark the last of a long series of recommissioning services held in Bahrain in ships of the 9th Mine Counter Measures Squadron.

Not only was this the last recommissioning at Bahrain, but the Gavinton is also likely to be — by one-and-a-half cables — the last of the ships of the 9th MCMS to leave Bahrain. Her captain, Lieut. Tony Bensted, is the most junior of the squadron's commanding officers, so the Gavinton is "canteen boat" bringing up the rear when ships are in line ahead.

Famous names

Major-General R. C. Gibbs, Commander British Forces Gulf, who was guest of honour at the Gavinton recommissioning, recalled that the first British ship to visit the Gulf 350 years ago was commanded by Baffin, who gave his name to Baffin Bay.

The second R.N. visit was by H.M.S. Seahorse, among whose officers was a young Lieut. Nelson. Unfortunately he found the heat somewhat trying and had to be "medicated."

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

AUGUST 1971

ODIN — at Portsmouth. Final manning date, August 6.

OLYMPUS — at Devonport. Final manning date, August 13.

ANDREW — at Portsmouth. Final manning date, August 16.

RORQUAL — at Rosyth. Final manning date, August 27.

DECEMBER 1971

ONSLAUGHT — at Devonport. Final manning date, December 3.

MAY 1972

NARWHAL — at Chatham. Final manning date, May 19, 1972.

Drafting preference cards for electrical branch volunteers for Odin, Olympus, Andrew and Rorqual are required by early May; for ONSLAUGHT, mid-June; for Narwhal, mid-December.

Volunteers for other branches are required not later than one month after the electrical branch volunteers.

JULY

TRIUMPH (Fleet Maintenance Ship). July. C and M party at Chatham. Port Service.

LONDON (GM Destroyer). July. Long refit party at Portsmouth. Port Service.

AUGUST

KENT (GM Destroyer). August 31 at Portsmouth. General Sea Service. Home/Med. U.K. Base Port, Portsmouth.

SEPTEMBER

ARIADNE (GP Frigate). September. Trials crew at Devonport.

MATAPAN (Destroyer). June 30 at Portsmouth. Home Sea Service. AUWE trials ship. U.K. Base Port, Portsmouth.

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company (R.M.). General Sea Service. Home/South Atlantic. South America. U.K. Base Port, Portsmouth.

ZULU (GP Frigate). September. Long refit party at Rosyth. Port Service.

NUBIAN (GP Frigate). September 7 at Rosyth. General Sea Service. U.K. Base Port, under consideration. L.E.P.

NOTES

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

When the word "phased" occurs followed by two dates the recommissioning process will be spread over the period indicated.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A—All Cooks and Stewards; B—All Cooks and Stewards, other than 1 P.O. Cook; C—Stewards and Cooks for Captain and Wardroom.

The letters (R.M.) used for destroyers and frigates only, indicate that a Royal Marine detachment will be borne for the full commission.

The U.K. Catering Competition Cup (Wardroom) 1970 was presented by Capt. W. D. Lang, commanding officer of the Royal Naval Air Station, Lossiemouth, to Chief Steward John Stewart and PO Cook Don Barbour.

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WOLVERHAMPTON	2.10	LONDON from	
BIRMINGHAM	2.05	H.M.S. COLLINGWOOD	0.95
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OXFORD	1.15	Sunderland	4.50
BRISTOL	1.30	Stockton-on-Tees	4.15

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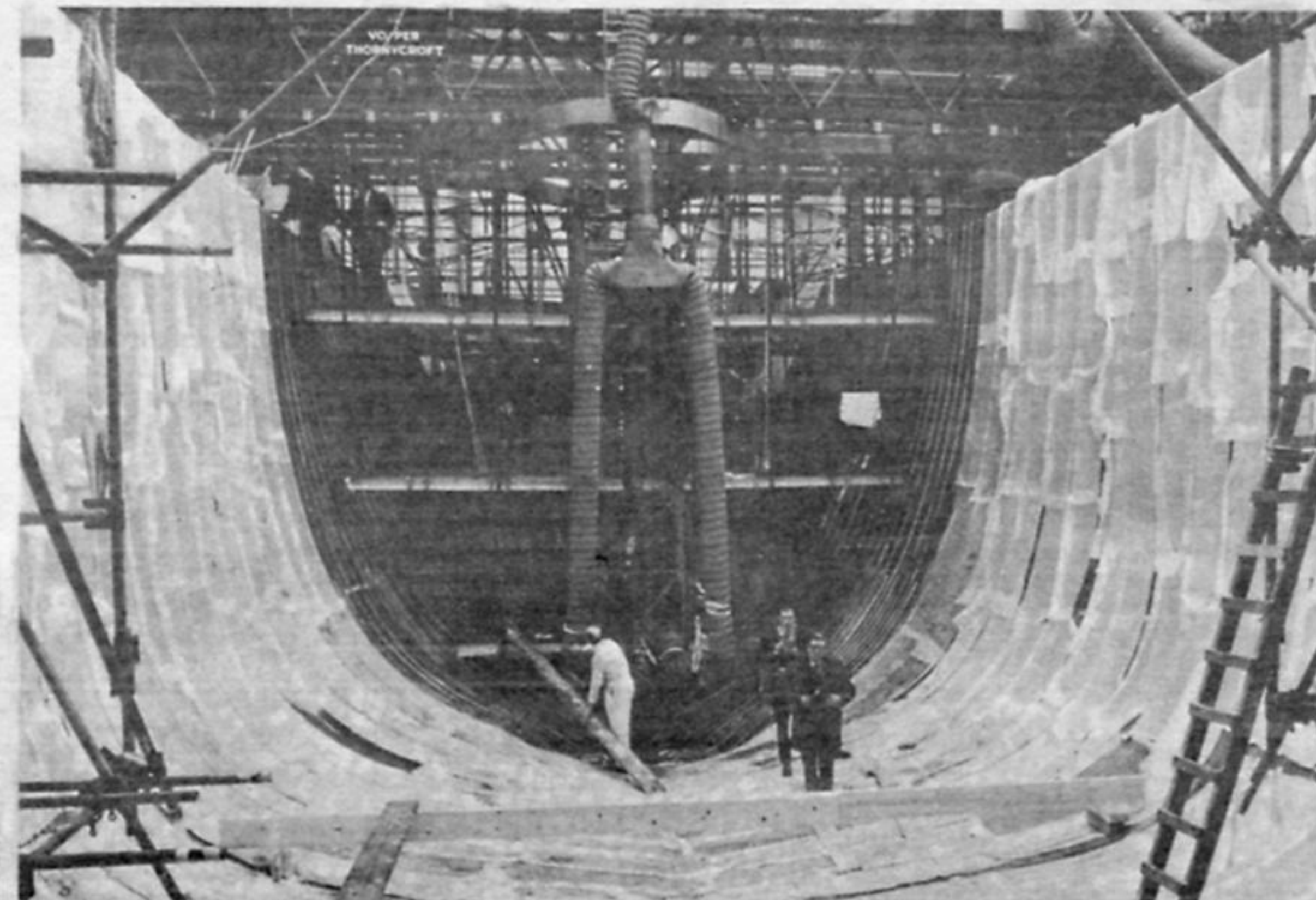
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PLASTICS SHIP IN THE MAKING



Taking shape at the Woolston shipyard of Messrs. Vosper Thornycroft is the world's largest glass-reinforced plastics ship. She will become a Royal Navy minehunter of 153 feet in length, and completion is scheduled for 1972. The new vessel, which will cost £1½m.-£2m., will resemble coastal mine-sweepers of the Ton class.

GLOBE 'GIRDLED'

The phrase "Join the Navy and see the world" certainly seems to apply in the case of the Leander class frigate H.M.S. Andromeda. Although she commissioned for the first time less than two-and-a-half years ago she has been busily employed around the world from the exotic East to the Arctic North, visiting places as diverse as Bangkok and Oslo.

Travels — and sea drama

As if to add yet more adventure to spice the variety of her young life, the Andromeda has been the ship on the spot to lend help at a number of emergencies at sea, including the loss of the R.F.A. Ennerdale in the Indian Ocean, and, shortly afterwards, the Pacific Glory disaster off the Isle of Wight.

H.M.S. Andromeda, the first of the broad beam Leanders, was laid down in May, 1966, launched exactly a year later at Portsmouth by Mrs. G. W. Reynolds (wife of the then Minister of Defence for Administration), and commissioned on January 6, 1969.

Visits to Gothenburg and Copenhagen that year began her career as a world traveller, and preceded her deployment to the Far East that autumn as leader of the 2nd Destroyer Squadron.

By the end of 1969 she had visited Gibraltar, Simonstown, Gan, Hong Kong and Subic Bay and done a Beira Patrol stint.

Last year began with exercises and a call at Bangkok before her deployment to the Gulf with visits to Bahrain, Abu Dhabi, Muscat, Oman, Kharg Island and Karachi.

Her Indian Ocean patrol in June and July last year included more visits — to the Seychelles, Mauritius, Port Elizabeth, Simonstown and Gibraltar — with another Beira Patrol duty.

On passage from Karachi to the Seychelles it was learned that R.F.A. Ennerdale, from which the Andromeda was due to refuel, had sunk after striking a rock.

The Andromeda was ordered to take charge of operations which involved surveys to see if salvage was possible.

A survey of the sea bed to find the obstruction the Ennerdale had hit, and pollution control, were carried out, and after a week the operation was handed over to R.F.A. Stromness which had specialized equipment.

Last autumn took the Andromeda north for exercises and visits to Oslo and Aberdeen.

DISTRESS CALLS

Shortly before entering Aberdeen the Andromeda responded to a distress call from a fishing vessel, the Else Risager. Though little could be done for the ship, which had a flooded hold, the Andromeda stayed with her until she was safely on her way to Peterhead.

When, on her way to Portsmouth, the Andromeda was called to stand by the Pacific Glory which had sunk after a collision, she was largely concerned with the pollution problem, carrying out aerial surveys by helicopter and standing by to take control of anti-pollution operations in case an oil tank burst.

Making her way through a heavy storm towards Arctic fishery patrol and visits to Iceland and the Faeroes, the Andromeda received another distress call, this time from the tug Samsonia which had LCT Stalker in tow and was suffering engine trouble.

Highly strung in a Kellington transfer



An unusual sight off the west coast of Scotland during Exercise Open Menu. An SAR Wessex I, working from Macrihanish for the duration of the exercise, does a transfer with H.M.S. Kellington.

Picture: N/Air Rooke

When the tow parted there were many hours' work for 12 Andromeda men who were ferried to the Stalker to pass a new tow line.

SCHOOL LINK

After a period of leave and maintenance, the Andromeda's programme for February and March took her to the Mediterranean for exercises and a visit to Genoa.

The ship has a strong association with the Andromeda Stevedoring Sea Cadet Corps and Williamwood High School, Glasgow.

Last October the ship's helicopter landed on the school's playing fields and several members of the ship's company toured the school.

The following month, 200 members of the school's Andromeda club were entertained on board at Rosyth.

Although the Andromeda has been a Pompey ship ever since she was built there, she will transfer her allegiance in June when she begins refit at Devonport.

Since March of last year the Andromeda has been commanded by Captain David T. Smith.

Battle and a hurricane of history

The first H.M.S. Andromeda was lost in a hurricane in 1780. A 28-gun ship, launched in 1777 at East Cowes, she took part, the following year, in the Battle of Ushant under the command of Capt. Henry Byrne.

The second Andromeda was launched in 1784 and served until 1810, and the third was a prize taken in 1812 from the Americans (as the Hannibal).

The fourth was built at Deptford in 1829 and served until 1864, and the fifth was a cruiser built in 1897 and later renamed the Powerful II.

The sixth and seventh were small warships, and the present Andromeda is the eighth.

'BLIND EYE' VIEW ON WOMEN!

One of H.M.S. Andromeda's most prized possessions is an extract of Captain's Standing Orders dated 1788 which suggests that neither the permissive society nor the aim to avoid racial discrimination are by any means new 'inventions' of the 20th Century!

It says: "The order requesting and directing the First Lieutenant or Commanding Officer to see all strangers out of Her Majesty's Ship under my Command at gunfire, is by no means meant to restrain the Officers and Men from having either black or white women on board through the night, as long as the discipline is unhurt by the indulgence."

SHIPS OF THE ROYAL NAVY No. 186

PHOTO POSTCARDS

Postcards of H.M.S. Andromeda or any other ship in this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

Other ships in this series are:
Abdiel, Achéron, Adamant, Agincourt, Aisne, Albion (Pre Mod.), Albion (Mod.), Alderney, Andrew, Apollo, Arethusa, Ark Royal (Pre Mod.), Ark Royal (Mod.), Armada, Ashanti, Aurora, Barrosa, Beagle, Bermuda, Berry Head, Berwick, Blackpool, Blake (Mod. and Pre Mod.), Brave Borderer, Brighton, Britannia, Bulwark (Pre Mod.), Bulwark (Mod.), Cacholet, Chichester, Camperdown, Caprice, Carton, Carysfort, Centaur, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danes, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod.), Eagle (Pre Mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hegate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Jupiter, Kent, Kenya, Layburn, Leander, Leopard (Mod.), Leopard (Pre Mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Mod.), Lynx (Pre Mod.), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope, Proctor, Plymouth, Porpoise, Puma, Recluse, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (Mod.), Salisbury (Pre Mod.), Scarborough, Scorpion, Sealion, Sheffield, Silesbury, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undaunted, Undine, Ursa, Valiant, Vanguard, Vidal, Virgo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolston, Yarmouth, Zest, Zulu.

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Letters to the Editor

Hoist the gin pendant!

(AND WHAT'S IT ALL ABOUT?)

Throughout my service in the Royal Navy, 1917-1949, signal boy to chief yeoman, the gin pendant (free drinks) was a topic of conversation, but I never met anyone who could give me authentic information about it.

I was CYS in H.M.S. Welfare, leader of the 5th MSF when we swept the Corfu Channel after the mining of the Volage and Saumery. On completion of a successful day, Cdr. Quentin Witford asked me, "Have you ever heard of a gin pendant, Chief?"

He seemed much surprised when I told him that we had one, and he asked me to hoist it next day at 10.30 a.m.

I routed out my leading signaller and, hoping he would not ask me what the design was, I said "Stripey, I want a gin pendant by 0900 tomorrow."

He asked no questions, but at 0800 next morning produced a

large green pendant with a big white wine glass near the hoist. How did he know?

As soon as it was hoisted, no one inquired its signification, but all the motor-boats started heading for the Welfare.

Afterwards, Cdr. Witford said the occasion had been a howling success, and asked if it would be possible for him to have the pendant. Personally, I believe he thought they were supplied and that it was "on charge."

What I would like to know is this: has any reader ever seen a gin pendant hoisted, and have they any information as to the authority for same?

E. J. Freestone
(ex-CYS, DSM)

The Lizard,
Cornwall.

Antarctic Club

I have been given a wooden plaque with the following inscription painted in gold lettering:

"H.M.S. Scott — This set of silver tankards together with the portrait in oils of Capt. Scott, was presented to the officers of the ship by the President and members of the Antarctic Club at their annual reunion dinner, January, 1939. The tankards will be used to drink the health of the Antarctic Club annually on June 15 being the anniversary of the date on which the Terra Nova left England for Captain Scott's last expedition."

Does any reader know if the Antarctic Club is still in existence, and who were (or are) the members?

David Bronger
(ex-L.S.B.A.)

Portsmouth.

Eastchurch, Sheppey.

Navy News learns that on the list of Fleet

Fleet chiefs —no surprise

I understand that the authorities are surprised at the number of ratings who have turned down the opportunity to become a Fleet Chief. What did they expect when an extension of only five years was offered.

Instead of getting ratings who would have been prepared to make a further career of the new rate, the acceptors will be mainly comprised of ratings who are scared to go outside and are grasping every month or year to extend their service.

Observer

Chiefs, 37 per cent, are fifth-fivers, the remaining 63 per cent, being 22-year men, many of whom are not yet at the point where they could apply for fifth fives.

The "authorities" deny any surprise at the number of men who turned down the opportunity to become a FCPO. All the men chosen were recommended for the new rate. The Promotion Boards were required to choose on merit. No "spare numbers" were kept in reserve in case of a high rate of refusal.

When these points are taken into account, the official view is that this correspondent's opinion about acceptors being "scared to go outside" appears unfounded. — Editor.

A faithful old dog

I hope it will be possible to publish the enclosed photograph of Skidders, one of the oldest dogs in the Persian Gulf, and a faithful one.

Lads who have been out here in the past few years will immediately recognize his picture, especially CEM Meredith who looked after him for ages, and was quite upset to fly home without him.

Pete Ireland

4 Mess, H.M.S. Jufair
[So here's the request picture of Skidders.]



Twenty-six years in the W.R.N.S. means many friends for ex-Chief Grace Barnes, whose serious illness has been helped by a host of cards and flowers. Visitors to Portsmouth, where she is in hospital, have included serving Wrens from as far away as Plymouth. To all she is most grateful.

Rum tubs

A slight drip about an advert in a local paper offering ex-R.N. rum tubs.

I applied for one quite a while ago through the correct channels, but heard nothing. How does this firm obtain them for re-sale? We were supposed to have priority.

E. J. Girtchen
Gosport, Hants.

The items offered for sale are not the barricoes or rum tubs, but the barrels in which the rum was stored when it was in bond. — Editor.

UNIQUE BADGE IS WORN WITH PRIDE

We in Swansea can assure Mr. E. Cecil Hampshire that the unique AS/MS badge which he wrote about (March issue) is still worn with pride by quite a number of our members in the R.N.A. branch.

It can also be obtained as a blazer badge, causing some speculation in the past from members who had never heard of Harry Tate's Navy.

R. M. Thompson
Swansea.

The AS/MS badge used to be sewn on the left sleeve about four inches from the end. I still have mine sewn on my R.N. tie. I also have a gold woven replica copied from the shield mounted above the stage at the Sparrow's Nest, Lowestoft.

D. C. Stirling
Croydon, Surrey.

I am the proud possessor of an AS/MS badge issued in 1942. Cleethorpes, Lincs.

I gained my AS/MS badge when serving in H.M.S. Evadne, Sir Richard Fairey's yacht, based on Bermuda 1942-43. It is my most treasured memento of service in the R.N.

J. Taylor
(Ex-PO H.S.D.)
Liphook, Hants.

I can assure Shipmate Hampshire that I still have my AS/MS badge, and also a cigarette issue card and member's card POs Mess, signed by E. Budgen, chief stoker, issued at St Luke's, Lowestoft.

Words please

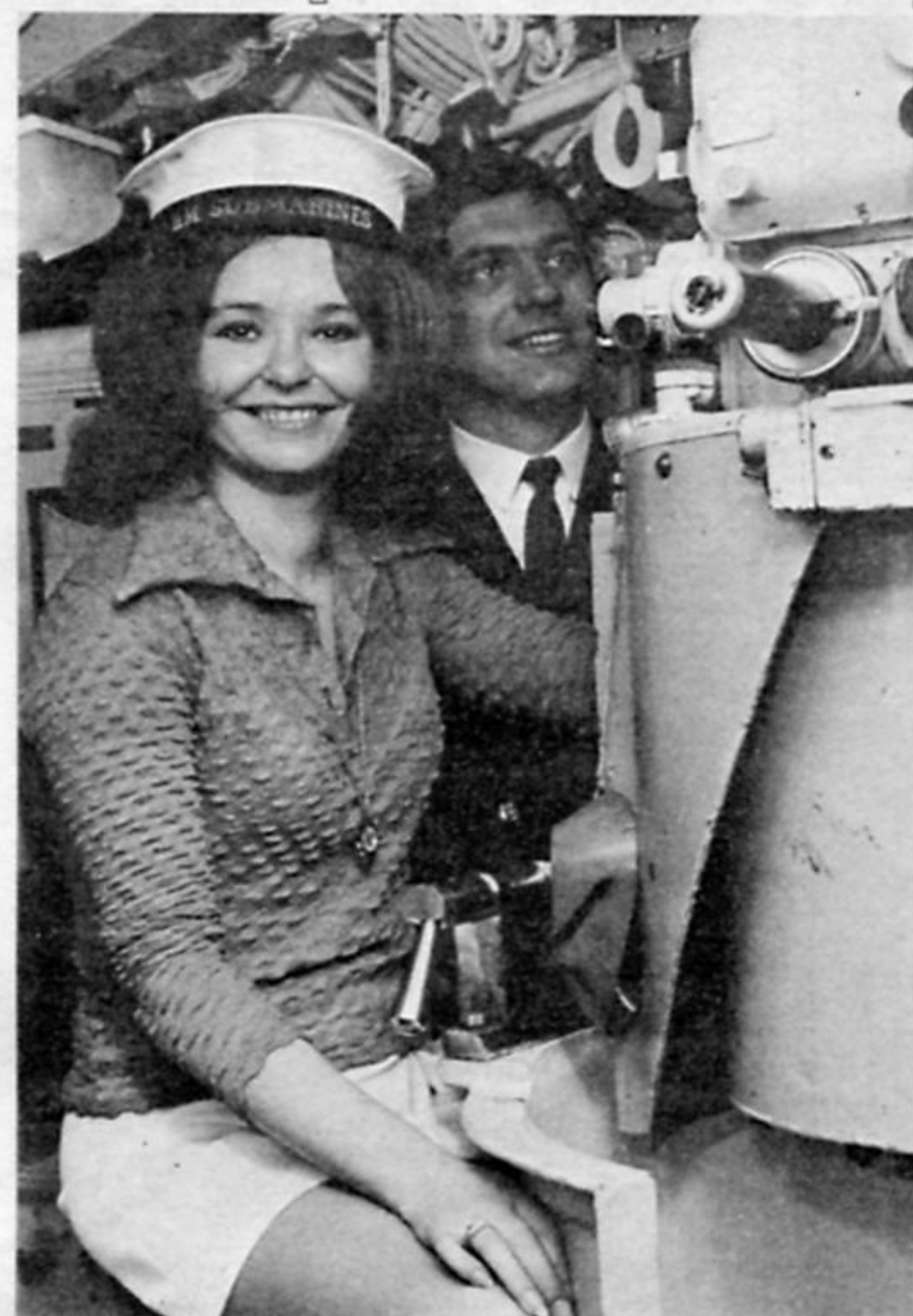
Help! Help! Help! For six months I have been trying to get the complete verses of a recitation heard during the war in Malta. The performer was a Scot and was probably in the Fleet Air Arm.

The verse begins: "A sailor one day in Naples Bay ashore on pleasure bent," and continues for about 20 verses.

There must be somebody who knows it.

(Mrs.) J. R. Powell
Elstree, Herts.

WENDY IS WELCOMED ABOARD



A welcome visitor aboard during H.M. submarine Cachalot's visit to Southampton was Miss Plessey (Wendy Littlefield), who was presented with a ship's crest. Her guide in the picture is PO TI Maurice Pepper.

'Donkey' takes the trophy

The adjudication of the Naval Air Command and Scottish region entries in the Royal Naval Drama Festival 1971 was conducted at the end of March and beginning of April by Mr. Ronald Whetton, Principal of the Municipal School of Speech and Drama, Burton on Trent (Staffs).

Six establishments competed for the trophies. The Daedalus Players, of R.N. air station Lee-on-Solent, came first with their performance of "The Workhouse Donkey," which earned for them the main award of the Barbara Trophy.

They were followed by the Cudrose Drama Club, at H.M.S. Seahawk who played "Lock up your Daughters," while the Heron Theatre Club at R.N. air station, Yeovilton, came third, playing "young Elizabeth."

Other entries were "Boeing Boeing," by the Buccaneer Theatre Group of R.N. air station Lossiemouth; "A Day in the Death of Joe Egg," by the Neptune Drama Club; and "A Ring Round the Moon," by the Caledonian Amateur Dramatic Society.

The Centennial Trophy for best endeavour went to H.M.S. Seahawk, and the Elvira Trophy for the best stage presentation, to H.M.S. Caledonia.

Old Bristolians?

H.M.S. Bristol, now completing on the Tyne, is anxious to get in touch with anyone who served in her immediate predecessor, a First World War cruiser. They are asked to communicate with "The Senior Officer, H.M.S. Bristol, c/o Swan Hunter Shipbuilders, Ltd., Wallsend-on-Tyne, Northumberland."

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H.M. FORCES SAVINGS

Naval support



Hammersmith Palais rang H.M.S. Pembroke, Chatham, to ask for help in providing "a nautical background" for the London and Southern area finals of the "Miss England" contest. The picture of the winner, Cindy Craven (22), shows that sailors who volunteered for the evening — 14 in all from Pembroke and one from H.M.S. President — refused to be put into the background.

Photo: Russ Whalley.

SHOW-BIZ 'GUN CREW'



So what do they think about long hair at Whale Island now? There was certainly plenty of it in evidence when members of the cast of the controversial show "Hair," then playing at Southsea, visited Portsmouth Field Gun men.

Photo: LA Vic Hunt.

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Bottom left: World War I tank Bottom centre: Lee/Grant tank Top left: 88mm Gun Right: Centurion



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Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO — T. E. Baskott 911060; P. G. Watson 876072; T. C. Clark 835947; A. W. Johnston 913485.
To MAA — E. J. Lewis 871043.
To CPO WTR — F. H. Williams 782073; R. C. Thorpe 909647; H. A. Wilson 890820; J. F. Medland 901015; A. M. Finch 883906; B. J. Pearson 901018; J. M. O'Neill 936121; S. J. L. Polkinhorne 770969; B. J. Hughes 935821.
To CPOSA — R. E. Rothwell 918601; A. P. R. Campbell 929902; A. F. Wyatt 923612; R. V. Mann 913272; P. Carroll 912972; D. J. Loveridge 916458; M. A. H. Holbrook 873620; T. R. M. Campbell 957732.
To CPOCA — C. N. Battley 950230; A. Wilmott 920145.
To CPOCK (EX S) — F. G. Boswell 866439.
To CPO STD — R. L. Collins 896498; J. J. Taylor 887259.
To ACMEAP — J. A. Harris 977838; J. R. A. Smith 050137; J. McMahon 977872.
To CMEM — S. R. King 600659; R. C. Wyllie 920077; T. R. Gray 946473; J. Taylor 917761; R. Moore 920891.
To ACMEAH — G. F. House 943710; J. M. Foster 933955.
To ACCMECH — R. Lake 933294.
To CCEA — M. R. Ford 977826.
To CCEL — M. C. Lansley 933023; A. J. Ham 964625.
To COEL — F. H. Thomas 893995; J. J. Crabtree 937429; J. Walden 867701; C. Davies 967062; T. Murphy 927904; N. Watkins 980971; D. S. Yates 924338; W. Smith 915064; J. H. Grant 955848.
To ACREA — M. Webster 977938.
To CRSW — D. A. Blackburn 979478; M. Perkins 050817.
To CCY — A. J. Hopper 899608; A. Jones 934418.
To ACMT — E. L. B. Wigg 816222; P. C. Spears 759597; K. J. R. Cutt 783587.
To CPOMA — D. G. Giller 971143; K. C. Burton 913156.
To CAF(AE) — D. G. Phillips F 927284; K. J. Ayris FX 906851; B. J. Cunnam FX 917761; K. P. Rutter FX 906763; M. D. Raymond F 931862; J. Gorton FX 917753.
To CAF(O)/COEL(A) — A. H. Lindsay FX 917554; F. D. Robinson FX 906998.
To CAF(AH) — R. Berry FX 902181; D. F. Packham FX 917293.
To CEL(A) — P. Kemp FX 923949; D. Vincent FX 860205; B. Edwards FX 915166.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

Merit points awarded on November 30, 1970, have been taken into account.

	PO	LS
CPO	418(4)	162(2)
Ch Smkr	CPO CA	CPO Wtr
1492	1637	1388
PO Wtr	L Wtr	CPO SA
419	381	1616
PO SA	LSA	CPO Ck(ex S)
727	587(2)	2042
PO Ck(ex S)	CPO Sid	PO Sid
1086	2168	425(2)
CPO Ck(ex O)	PO Ck(ex O)	L Ck
1967	791	534
MAA	MAA(ex Cox)	RPO
1252	1302	680
CME(AH)	CMEM	LMEM
630	2108	314
CCOI	COBI	CREI
1631	1433	1433
CRS	RS	LRO(G)
1584	615	469
CRS(W)	CCY	CY
531	1331	600
LRO(T)	Ch Med Tech	CPO MA
397	430	639
PO MA	L MA	CAF(AE)
782	482	864
POAF(AE)	LAM(AE)	CAF(O)
392	360	1326
POAG(O)	LAM(O)	CA(AH)
233	330	1882
POA(AH)	LA(AH)	CA(SE)
849	358	1224
POA(SE)	LA(SE)	CH(Phot)
742	63	718

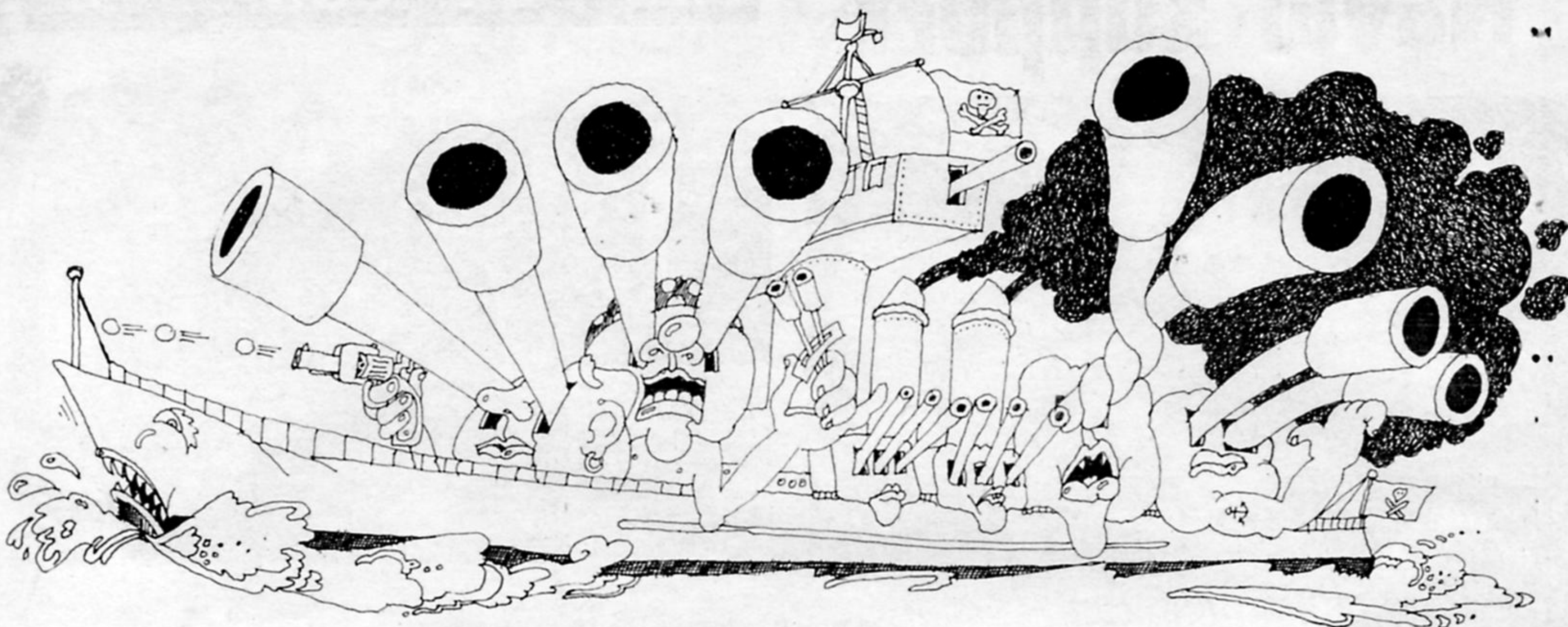
POA(Phot)	LA(Phot)	CA(Met)
444	457	969
POA(Met)	Ch E(Air)	PO E(Air)
1735	1735	197
CH R E(Air)	PO R E(Air)	LREM(Air)
2139	294	317(29)

The following rosters are "intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: CMAE(P)/Ch Mech, POMEM, LEM (Air).

The following rosters are "dry": L Std, CCEA/Ch CE Mech, PO C EL, LCEM, COEA/Ch OE Mech, PO O EL, LOEM, CREA/Ch re Mech, PO R EL, LREM, RS(W), LRO(W), CAA(AEL), CAA(O), CAMN(AE), CAMN(O), CEA(Air), CREA(Air), C E MN(A), C R E MN(A), LA(Met).

First edition

More than 1,000 copies of H.M.S. Blake's first commission book are available for members of that ship's company who may like to have one. Orders to H.M.S. Blake, c/o BFPO Ships, should include a cheque or postal order for 15p to cover the cost of postage.



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HOW JACK WOULD RUN THE NAVY

Reforms to make the Royal Navy more attractive to married men, and a change of accent from a "war machine" to a peace-keeping force are among ideas put forward by the 1970 winner of a Service essay competition.

The successful competitor is MEA(P)3 R. H. H. Young, of H.M.S. Caledonia, and the subject "Recruiting for the 1970s — what should the Navy offer?"

Unless men in the Navy are happy, points out MEA Young, they are likely to be a poor advertisement ashore, and will warn off their friends.

"The Navy must be far more liberal in its attitude," he continues, and introduce more reforms.

"For example, I am sure that many will agree that the married man has the biggest grievance. For a minor offence he can be punished with 'stoppage of leave.' His wife, who may be a stranger to the port, is virtually placed in solitary confinement until her husband has completed his punishment.

Difficult problem

"Can you blame her, when her husband comes to making a decision about signing on again, that she tells him not to do so? Can you blame him for 'jumping ship' or trying to buy himself out when such treatment is handed out regularly in shore establishments and ship?"

MEA Young says the Navy could modernize the archaic punishment system. Stoppage of leave for minor offences should be abolished, and a small fine substituted (e.g. half-a-day's pay for each half-hour adrift, up to one week's pay).

More than four hours adrift should be regarded as a serious offence and dealt with accordingly.

"Such reforms," says the writer, "would mean that an accidental half-hour adrift would only mean a married man losing half-a-day's pay, which would be much fairer than the 'three days stoppage of leave and two days stoppage of pay,' which is commonly handed out as punishment today.

"The Navy must develop a more humane touch where punishment is concerned, and accept the fact that accidents can delay people."

A major source of grievance, goes on the essay, is that of not being able to leave the Service at will.

"This is a difficult problem to solve, but I think that all Service men should be able to leave, providing they give, say, a year's notice.

"I feel that this step must be taken to rid the Navy of the minority who can cause such unpleasantness on the mess-deck. At least this step will lead to a happier Service, and recruits will be less reluctant to join.

"Those who stay will be the keen ones, and thus the Service should be that much more efficient.

"The Navy of the 1970s must therefore project itself as a liberal Service by making the necessary internal reforms. It can offer the many trades which are recognized throughout the country.

"The Navy's part in fostering good relations within the Commonwealth and its protection of this country and colonies through NATO and SEATO commitments cannot be overstressed.

"Most British people are convinced that there will never be another world war, because of the modern weapons which have been developed. There is definitely a mood of pacifism sweeping the country, a fact reflected in student demonstrations.

"Since the naval recruiting programme includes the need for recruits from the student class, the peace-keeping effect of the Navy should be advertised far more.

"Nobody really likes war, and therefore are reluctant to join a 'war machine,' in which case it is a psychological advantage to advertise the Navy as a peace-keeper.

Secure job

"The Navy must also play upon the fact that it gives a secure job with good pay and a good gratuity as well as excellent chances of advancement.

"After the rank of petty officer has been achieved advancement can be reached to the commissioned ranks. No civilian can expect to reach such heights in such a short time with a civilian firm."

Other points from the winning essay are:

More should be made in recruiting propaganda of the way the Navy "really looks after a man and his family," offering a tremendous feeling of security and excellent medical and dental services without charge.

The types of work available in the branches are well advertised, but few civilians realize just how far this work is recognized in civilian life, especially when one is about to leave the Service.

An exception is the Seaman Branch. "This branch is sadly lacking in training for outside work.

The Navy must come out of its shell and actually say what it can offer, instead of waiting for men and boys to cut coupons from newspapers or comics to send away for information.



"You were adrift because you got stuck in a lift? Didn't you get a chit from the lift attendant?"

family occasion

Should there be a better deal for married men? This delightful picture does not seem to suggest any great problems, but the writer of the article on this page has ideas for internal reforms in the Service.

The group is of CME Albert Ball, who took his wife Mary, daughters Teresa (14) and Susan (15), and youngest son Simon (5) to the commissioning of his ship, H.M.S. Caprice, at Devonport.

Simon is obviously most appreciative of the quality of the commissioning cake, which was cut by Mrs. J. C. E. Lloyd, wife of the commanding officer, helped by Assistant Cook Paul Dunn.

The Flag Officer Plymouth (Vice-Admiral J. R. McKaig) attended the ceremony.

Last of the conventional destroyers, H.M.S. Caprice will operate from Devonport as the Royal Navy's engineer officers' training ship.

Picture: CPO Brian Gentry



The Navy must come to grips with the powerful media of television. Films on commercial TV could work wonders.

Next contest

MEA Young was awarded £18 as first prize in the competition, and other prize-winners were: Second, Writer M. M. Street, B.R.N.C., Dartmouth (£12); third, REA3 D. G. Allsop, H.M.S. Collingwood (£8).

The subject for the 1971 competition is "Peace-keeping in the 1970s — A Look Ahead," those eligible to enter being leading, acting leading, able, ordinary, and junior ratings of all branches (including artificers and artificer apprentices), as well as equivalent ratings of the W.R.N.S. and Royal Marines.

Essays or excerpts will be considered for publication in Navy News.

Peru's affection for Royal Navy

Peruvian affection for the Royal Navy was demonstrated during the official visit of Admiral of the Fleet Sir Peter Hill-Norton, Chief of the Defence Staff, when he was invited to review the Peruvian Fleet in the harbour of Callao.

Nineteen gun salutes were fired, and the ships — two cruisers, Almirante Grau (ex-Newfoundland) and Coronel Bolognesi (ex-Ceylon), five escorts, three amphibious ships, three submarines, eight patrol craft, and three fleet auxiliaries — were assembled in four lines across the bay.

With ships' companies manning guard rails, the review made an impressive picture against the background of the Andean foothills.

Besides the former Royal Navy ships in

the Fleet, the patrol craft are British built, and other vessels are being modernized in the U.K.

Accompanying the Chief of the Defence Staff were Lady Hill-Norton and Capt. L. W. Townsend, R.N.

The visit was at the invitation of the Minister for the Navy and Commander-in-Chief, Vice-Admiral Fernandez Castro,

who visited Admiral Hill-Norton as First Sea Lord last year.

From the moment when virtually all the admirals and their wives turned out to welcome Admiral Hill-Norton's aircraft, to the final departure with military honours, the Peruvian Navy was lavish in its attentions and kindnesses.

The Peruvians were particularly impressed by the way Admiral Hill-Norton spoke their language throughout his three days with them.

Sad footnote

There was a sad footnote to the visit, with the news of the subsequent death of Vice-Admiral Fernandez. He was a good friend to the Royal Navy, and a staunch admirer of this country. He will be sadly missed both in his own country and here.

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WHAT'S GOING ON IN D.C.I.s

Young men with a choice

A month's warning to all young men in the Royal Navy that they are nearing "option age" for reducing their length of service is among the detailed instructions for implementing the easing of engagement procedures, consequent upon the Donaldson Committee report.

Recruits will continue to have the right to leave at three months and six months, and in the case of those under 17½ they will not now have to pay the £20 purchase fee.

After the six-month point has passed, there is still no intention of keeping a young rating who is under 18, and who is "clearly so unhappy about his choice of career that it seems unlikely he will settle down."

He may be discharged as "unsuitable," without fee, and without regard to his efficiency or progress.

The important new rule for juniors who entered the Service before 17½ is that by taking a cut in pay they can shorten their nine-year engagement to three, from age 18.

If they subsequently decide to carry on to complete their nine years, they will then draw the extra 50p a day committal pay.

Abolition of the purchase fee is also announced in the case of compassionate discharge (for example, emigration of parents), and discharge on grounds of conscientious objection.

DCI 289/71

Option extended

Recruits joining the Service after the age of 17½ can have an optional engagement which allows them to leave after four years from age 18, but they get less pay until they give up the option.

Now 'ear this . .

The ear-bashing suffered when a "group" is producing musical noises with stunning amplification may be regarded as indoctrination against practically anything, but there are other sources of intense noise in the Fleet and in the Royal Marines.

The Admiralty Board wish to draw attention to the fact that hearing may be damaged permanently unless the effects are minimized by such precautions as the wearing of ear-muffs.

Among the "danger" noises are gunfire, aircraft engine and machinery, rocket boosters, jet-engine auxiliary equipment, and pneumatic hammers.

DCI 288/71

The option has been extended from seamen and electrical mechanic branches to all new entrants to non-technician branches who are 17½ and over.

DCI 293/71

R.M. entry

Rules governing entry into the Royal Marines under the age of 17½ have now been modified to permit an option to serve for only three years from the age of 18, or from the completion of the initial training, whichever is the later.

DCI 321/71

For W.R.N.S.

Similar arrangements to shorten a normal engagement are also announced for the W.R.N.S.

Cutting their service from six years to three will not affect pay, but they will lose the bonus paid on completion of the full term.

DCI 357/71

Aim of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Fellowships

Because of the high standard of the 11 candidates interviewed by the Final Selection Board for Defence Fellowships, it has been decided to award seven instead of the usual six, for the academic year 1971/72.

Those selected include Cdr. W. J. Alcock, Instr.-Cdr. R. G. Emmons, and Cdr. J. R. Hill.

The Defence Fellowship Scheme is designed to enable selected regular officers and officials who have a keen intellectual interest in problems of defence, to pursue a chosen subject of study or research at an advanced level in a university atmosphere.

DCI (General) 59/71

Efficiency

"Efficiency" is a word rather well known to the Service, and

one which seems to have varying shades of meaning, but a great deal of activity at the present time is directed towards its better sense — the intelligent use of men and resources.

Part of this involves the Fleet Work Study and Management Services organization, which is drawn generally from volunteers and comprises about 60 officers and 60 senior ratings.

The normal period of service is three years for officers and two-and-a-half years for ratings, with arrangements in special cases for extensions of the period.

Full details are announced of the selection and entry procedure.

DCI 257/71

Pension and gratuity

Men submitting a request for discharge under the ten-year scheme are advised to check their position concerning pension and gratuity.

Twenty-two years' service is necessary for pension, but a man's entitlement to a service gratuity will not be affected provided that he has sufficient reckonable time to qualify.

DCL 262/71

Points rosters

One of the best-read features of Navy News is the points totals of men at the top of the Advancement Rosters, and extracts from the Rosters are now published to give men likely to be advanced in the next two years a chance to gauge their own approximate positions.

The extracts give a reasonably clear picture of the next six months, but is not more than a rough guide to later advancements.

DCI 282/71

Flying courses

Pilots with "above average flying ability and wide experience" may like to have a shot at the rotary and fixed-wing courses to be held at the Empire Test Pilots' School, Boscombe Down, from February, 1972, to December, 1972. There are two places for rotary pilots, and one for fixed wing.

DCI 325/71

Rebate allocations

From the sum of £15,000 available as extra rebate from NAAFI canteens the following allocations have been made: R.N.B.T., £5,771; W.R.N.S. Benevolent Trust, £229; Commands, £3,000; and Fleet Amenities Fund, £6,000.

The allocation to commands for the improvement of recreational facilities will be subdivided as follows, according to the numbers borne at June, 1970 — Naval Home Command, £1,263; Western Fleet, £831; Far East Fleet, £354; Naval Air Command, £345; Gulf, £24; R.M. establishment, £183.

PILOTS WANTED.
ABOVE AVERAGE
FLYING ABILITY
AND WIDE EXPERIENCE
ESSENTIAL.
DCI 325/71



The suggestion is made that NAAFI's local plans for improvements should be ascertained so that, if desired, the money within commands can be spent on projects for personnel who will not also benefit simultaneously from the Corporation's development programme.

DCI 261/71

Pension bonus

Everybody going to pension after 22 years' service will now get a "bonus" — they can keep their "two blue uniforms, two white uniforms, sheets and pillow cases."

They will also keep the kit-bag, but must return personal loan items such as respirators and tool kits.

DCI 294/71

Raise the wind!

An ambition to hold a bag of wind under the arm and produce agonized wailings may be satisfied by an approach to the R.N. Pipers' Society, which has nine sets of bagpipes available for hire.

For £2 a year a beginner can ensure either getting a ship to himself, or perhaps firing the ardent enthusiasm of his Scottish chums.

Least further doubts remain, all the bagpipe sets are supplied "with new reeds, corks, and seasoning."

DCI 317/71

Navy and Air Days

Dates of Navy and Air Days for 1971 are announced as follows:

Navy Days: Portland (open days), July 24 and 25; Rosyth (open days) July 24 and 25; Portsmouth August 28 to 30; Plymouth, August 28 to 30; Chatham, August 29 and 30.

Air Days: RNAY Fleetlands (open day), June 5; RNAS Lossiemouth, July 10; RNAS Yeovilton, July 17; H.M.S. Daedalus, July 24; RNAS Portland, July 24 and 25 (includes Portland open days); RNAS Culdrose, July 28.

The primary object is to show the Royal Navy to the public as a stimulus to good relations and recruiting. At the same time, opportunity is taken to raise money for naval charities.

DCI 319/71

CAMBRIDGE CALLS

There must be quicker ways of getting rich than the 12½p a day extra offered for volunteers at the Applied Psychology Unit, Cambridge, but there's no head-shrinking involved!

For six weeks ratings undergo tests — not unpleasant — in handling gunnery, navigation, sonar and other equipment, amid levels of noise, heat, and other conditions experienced in the Service. The only hardship is reduced amounts of sleep.

And the benefits? There is time off to make up for lost sleep, and one day's extra leave for each week of the tests.

And if you want to feel high-minded about the experience, the volunteers will have helped the designers to produce equipment suited to the capabilities of "the ordinary bod."

DCI 1312/70

Out now! "New-Ideas" Winter Sun Holidays from Clarksons.

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Main destinations are as follows and show arrival times and single fares. Return fares will be double the single fare

Fares in brackets for personnel under 22 years of age

ABERDEEN	2110	£15.70	(£12.10)
BELFAST	2120	£12.25	(£9.50)
EDINBURGH	2130	£12.25	(£9.50)
GLASGOW	2005	£12.25	(£9.50)
INVERNESS	2115	£16.95	(£13.05)
LEEDS	2115	£9.35	(£7.35)
LIVERPOOL	2130	£8.95	(£7.05)
MANCHESTER	2220	£8.95	(£7.05)
NEWCASTLE	2010	£10.60	(£8.30)
TEESIDE	2100	£9.85	(£7.70)

A reduction of the 10% will be allowed for groups of 12 or more travelling to the same destination

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Duncan pays off



With paying-off pennant streaming in the breeze, H.M.S. Duncan steams away from Portland for the last time.

Noisy goodbye

A tumultuous farewell marked the departure of H.M.S. Duncan from Portland for the last time, including military band music, smoke, bangs, flying vegetables — and a bag of flour which scored a direct hit on the PO writer (who had decided only at the last moment not to wear his kilt and full national dress for the occasion).

As she left the "stamping ground" where she has served with the Portland Training Squadron those joining in good-byes from the jetty included the Captain (D) and his staff and members of H.M.S. Undaunted ship's company.

Tugs and harbour craft lined the route, hooting and spraying fire hoses, as the Duncan

steamed out towards the breakwater, flying her 186-foot paying-off pennant. A Wasp helicopter flew overhead trailing a mini-pennant as a goodbye from the

helicopter squadrons at Portland.

Then, after a last run ashore in Hull, the Duncan, commanded by Lieut.-Cdr. M. F. Nalder, returned to Portsmouth on April 2 to pay off. Her final day at sea was spent taking families and friends for a spin in the Solent, before she steamed into Pompey for the last time.

FISHERY PROTECTION

Last of the Type 14 class, the Duncan was built in 1958 and spent the first half of her life as leader of the Fishery Protection Squadron mainly in Icelandic and North Atlantic waters.

Since 1966, after a long refit and modernization of all her sonar and anti-submarine equipment, she has been employed mainly in anti-submarine training duties, first in the Londonderry Squadron and since 1969 in the Portland Training Squadron.

So, apart from a short refit in Gibraltar and visits to Hamburg, Amsterdam, Middlesbrough, and, this March, to Aarhus, in Denmark, the last ship's company became particularly accustomed to the sight of Portland Bill and the sea around it.

A question-mark hangs over the ship's future — a possibility is that she may be towed to Rosyth to be engineering harbour training ship for H.M.S. Caledonia.

Berwick's back



Oracle man's 'ice medal'

H.M.S. Oracle, of the 3rd Submarine Squadron, based on Faslane, operated in and around the ice edge in the vicinity of Spitzbergen to act as a communications link for H.M.S. Dreadnought's polar exploit.

The Oracle reached a latitude of 81 degrees N, the highest recorded for a British patrol submarine in the arctic winter, steamed 2,300 miles in Arctic winter waters had 320 miles under actual pack ice.

Once, while under ice, the Oracle surfaced in a polynya, or hole in the ice, and had a "run ashore." On this occasion, ERA1 Michael (Digger) Holmes, the boat's outside ERA, was presented with his Long Service

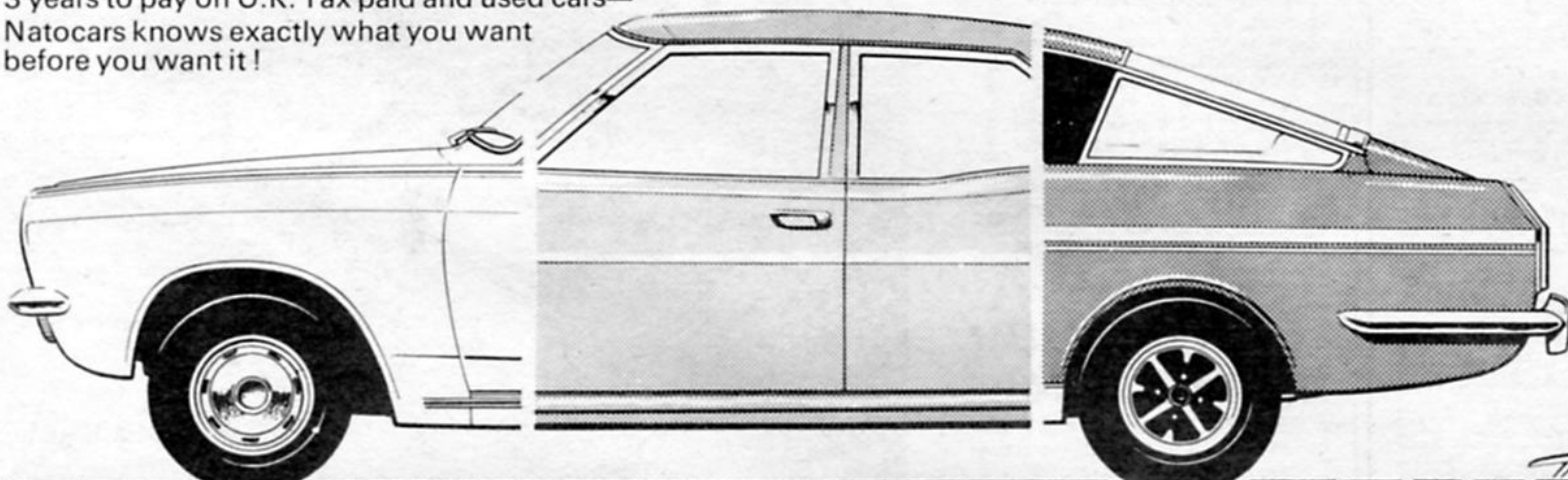
and Good Conduct badge by the commanding officer, Lieut.-Cdr. H. M. White.

The anti-submarine frigate H.M.S. Berwick recommissioned at Portsmouth in April after a three-year modernization and refit at Chatham. Among those at the ceremony were representatives of Berwick-on-Tweed, after which the ship is named, and the King's Own Scottish Borderers, the ship's affiliated regiment.

In the picture, LS Mel Kirk is seen with bandmen after the commissioning ceremony.

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FAMILIES
PAGE 1Oh, why are we
waitingADVANCEMENT
QUERY BY WIFE

"Why has my husband to wait longer for his advancement than the other fellows" is a question which a girl married into any form of career can be pardoned for getting a trifle niggled about.

In the Royal Navy there are certainly time variations as between one category and another, but when the difference happens to come in the same branch — that is bound to raise some queries.

Yvonne wrote to Navy News pointing out that the advancement points list gave the number required for a PO Ck(S) as 1,086, and for a PO Ck(O) as 796.

"I understood that all chefs were now grouped

together," she said. "My husband, a leading cook, has passed for Petty Officer, and for the last nine months has been working in a wardroom galley with several other ships' cooks, doing exactly the same work as officers' cooks.

"Yet, according to the points system, they have to wait longer than officers' cooks to get rated up.

"I would be grateful for an explanation."

The answer given to Navy News, Yvonne, is that when there is an amalgamation such as took place with the cooks, the advancement prospects of men in each specialization have to be safeguarded.

It may sound a strange way of doing things, but for the time being, advancement will continue as though the merger had not taken place, and this situation will continue until the anomalies have been worked out of the lists.

The alternative would have been to lump the two rosters together, a decision which could only have resulted in unfairness to people already qualified to be on the rosters.

To Yvonne, and any other wives who may be feeling disappointed, all that can be said is, "Sorry about this, but it was necessary to make a choice which would be the fairest to all, in the long run."

Home to rain

A cold wet morning met Mrs. Patricia Perry and daughters Nicola and Tracy as they disembarked from a VC 10 of Royal Air Force Transport Command at Brize-Norton.

Mrs. Perry's husband (LME Robert Perry) is serving in H.M.S. Forth, now returning from the Far East. Mrs. Perry's trip home was one of those organized by the OPFAM team, who are giving special attention to families coming back ahead of the husbands.

Picture: PO Dave Morris.

ALAS, 'TIS A MAN'S
WORLD!

"Being a woman, it's got me wondering," wrote Mrs. L. of Glasgow, whose letter to Navy News mentioned that her husband was serving overseas in H.M.S. Intrepid.

"I like my Navy News," she went on, "and get most information from it. In the February issue you mentioned separation allowance, but NOT who gets it! Matelot or wife?"

"So please set a lonely wife's mind at ease. Maybe if you print this letter my old man will see it, as I dare not mention money. It's a sore point with him."

"Tis a cruel world, dear Mrs. L. — a

man's world in fact. Separation allowance has to be claimed by the sailor, and is paid to him.

If you think there should be a share for you, one can only suggest that you use your ingenuity.

This is usually very effective (only don't ask for the book of instructions because it is out of print).

Keeping
in touch

"I find Navy News most interesting," writes Mrs. R. from Penzance, Cornwall. "It helps us wives to keep in touch with the Navy as our husbands never seem to tell us anything."

"With my husband off for ten months in the Far East in the Albion, I shall look forward even more to receiving a copy of Navy News."

Don't be too hard on him, dear reader, because even husbands have to be quite determined to get to know "what's going on."

Navy News does try to help, but if there are husbands in the Albion — or any other ship — who have not made arrangements to ensure that the wives are kept in touch, a cheque or postal order for £1.15, with the name and address, will ensure a posted copy of the paper for the next 12 months. No form is needed.

SUPPORT FOR SCHOOLCHILDREN'S
HOSTELS IDEA

Remember the suggestion from a Families Page reader that hostels would be a welcome amenity for children to be allowed to continue their education unbroken, while parents had a spell of duty away from the area?

Support for the idea has come

from Mrs. Anne Newsom, of Edinburgh, who said she was pleased to see the article by Mrs. Cooper in the March issue. "I am very much for this arrangement," said Mrs. New-

som, "for boarding houses for children at State schools, especially from the age of 13 to the completion of their G.C.E."

"Although the Admiralty spokesman doubted the need for this, it is only necessary to go to establishments away from Portsmouth or Plymouth to see something like a quarter of the people without their families, the main reason given being education. If that does not convince the Admiralty spokesman, I don't know what will!"

DIFFERENCES

"Another thing which worries me with my children at State schools is the difference in educational standards between one local authority and another, particularly at primary school level, but also at secondary and grammar stages. The differences all help to upset a child."

"I would like to see, alongside this idea of Mrs. Cooper's, some fact-finding article on the educational systems — that is the dif-

ferent local authorities which affect the Navy. It would be a big task but one that has needed doing for a long time."

"One thing I would like to ask you to stop is saying that it is mainly ratings' children at State schools. As far as education goes we are all in the same boat — officers and ratings."

"Although we have a generous grant, it still falls far short of boarding school fees."

GIVING MUM
A BREAK

To run an Under Fives Club long enough to attend the wedding of one of the original members is the unusual record of Mrs. Phyllis Tearreau, who is joined on Thursday afternoons at the R.N. Barracks, Portsmouth, by Mrs. Cynthia Baxter to look after their large "family" while the mothers enjoy a two-hour break.

Children are taken as young as "crawling age," enrolment being at the class (2 p.m. to 4 p.m. Thursdays in the CPO block). The charge is 2½p to enrol, and 2½p per session, the money being used to provide soft drinks and biscuits.

Mrs. Tearreau (left in the picture) has been caring for the children since 1948, and Mrs. Baxter since 1960.

Picture: PO Dave Morris.



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FAMILIES PAGE 2

Linda's guilty

A KISS FOR HER MAIL

secret

WAS JOCK LET DOWN?

Do you remember that rather nice fellow you arranged to meet? And you didn't go. And ever since, you have kept wondering whether he turned up.

Sometimes it leaves a little nagging on the conscience for ages afterwards — as in the case of 17-year-old Linda, who lives in the Plymouth area and keeps having a pang of guilt about Jock in H.M.S. Eagle.

So she wrote to Navy News to tell us all about it, and enlist our help.

"Back in January," she said in her letter, "it was the 11th I think, I met a sailor from the Eagle at Rooftop. I don't know what he does aboard ship, or his proper name even; just his nickname Jock. He is 19 and from Inverness. He said he had been in the Navy three years.

"He walked me home and arranged to meet me from school on the Monday, but unfortunately I was ill, and couldn't keep the date.

Not to blame

"For all I know he might not have been there either. It wouldn't be the first time I have been stood up, and I certainly wouldn't blame him if he wasn't there, because I'm not anything spectacular — not particularly pretty and definitely on the plump side.

What, no hot pants!

From hot pants (why hot?) to bridal wear, the naval wives of Tamerton Foliot, Plymouth, are becoming practised in the art of modelling, and had a good turn-out for their spring show with garments provided by local stores and boutiques.

Pictured here are (left to right) Mrs. Lynn Langshaw (Wives' Association secretary), Mrs. Jo Stewart, Mrs. Margaret Newlands, Mrs. Marilyn Perry, Miss Lorraine Fisher, Mrs. Brenda Goldsmith, Mrs. Betty King, Miss Carolyn Wells, Mrs. Janet Payne, and Mrs. Carol Gilbert.

But whatever happened to the hot pants?

Photo: CPO Brian Gentry.

"But, you see, there is a vague chance that he might have done, and that is why I have a guilty conscience. I am not the kind of person who can let anyone down, without trying to make up for it, and that is why I am writing to Navy News.

In a maxi

"If he was there, and if (which I very much doubt) he remembers me favourably, perhaps he would get in touch with me through you. On that night at Rooftop I was wearing a red maxi dress, and mentioned that I had applied for a job in America.

"Probably you think I am making a silly fuss over nothing. You are probably right, but I must try to make amends."

No Linda, it is never "nothing" to be let down — even on a casual date, so Navy News will try to help.

If Jock in H.M.S. Eagle reads this and would like to get in touch with Linda, he can write to her c/o Navy News, R.N. Barracks, Portsmouth, and the letter will be forwarded.

More than a pal

Another letter from a young lady gave the Ancient Ones at Navy News a blush of sentimental pleasure.

Writing from Chichester (Sussex) she said: "My letter for a pen-pal was sent to H.M.S. Jufair in the Persian Gulf, and I received a reply and many more from the best sailor in the world.

"Now he is back in the U.K. and is much more than a pen pal now, thanks to Navy News. You have made me very happy. I hope there are others like myself."

Well, it is nice to be able to help — and marvellous when anyone takes the trouble to drop a line of thanks.

THREE-WEEK HOLIDAY?

The Commander-in-Chief Naval Home Command has now authorized the granting of three weeks' seasonal leave at one time to officers and ratings, subject to the annual leave allowance not being exceeded.



Isn't it lovely to get a letter — and doubly so when there are mail problems. Mrs. Anne Dodd, of Peverell, Plymouth, wife of Leading Seaman Ian Dodd aboard H.M.S. Naiad in the Far East, was expressing the feelings of naval wives and families everywhere. Many of them have written or telephoned to Navy News expressing appreciation of the emergency helpers.

Wedding gown now vestment

"... And after the wedding I will get my gown altered for a party dress."

Familiar words, but all too often the memory of the happy day lies with the orange blossom and veil in a box in the attic.

But there is one man in the Royal Navy who actually wears his wife's former wedding gown!

He is the Rev. David Prosser, Chaplain to the Royal Dockyard at Chatham, whose wife's wedding dress is now his vestment of cream brocade with a thread of golden silk.

Plea by wives at Chatham

A plea for more entertainment is made in a letter to Navy News, written on behalf of wives on the Dargats Wood naval estate, Chatham.

"At the moment," said the letter, "our sole entertainment consists of a wives' club or tombola one evening per week. It would be cheering to have other activities such as keepfit classes, cookery, or perhaps a swimming pool where wives on their own could take the children to learn to swim.

"While agreeing that there are certain facilities available to us in barracks, these are most difficult to reach as the majority of us have to rely on the bus service, which as you will appreciate is very unsatisfactory with small children."

The letter ended with a tribute to Navy News "for the opportunity to voice our frustrations."

SAD DAY FOR SINGAPORE SCHOOL

It was a somewhat sad occasion when the R.N. Junior School in Singapore held its last speech day and prizegiving on March 19.

Parents of the prize-winners gathered in the school assembly hall to see their children receive prizes from Mrs. L. D. Empson, wife of the Far East Fleet Commander, Vice-Admiral L. D. Empson — shortly to become Second Sea Lord.

Eleven-year-old Diana Brook, of Class 4c, won the top award, the Barry Pike Memorial Cup, awarded to the pupil who had contributed most to the school. Diana who is a prefect and house captain also won the academic prize for her class.

In his report, the headmaster,

Won battle

Hardship is often caused through the compulsory waiting period imposed by many local authorities before a family can be considered for a Council house. The period can be as long as 12 months.

The Soldiers', Sailors', and Airmen's Families Association strongly opposes such conditions, and in a recent battle with Folkestone Housing Committee succeeded in getting a family housed after six weeks, instead of waiting the regulation for the area of 13.

ral Empson, who himself has a son and a daughter among the pupils (John, five and Cindy, seven), said that both he and his wife had enjoyed their visits to the school and were sad that it was not only the last function that they would be attending there, but also that all too soon the school would be closing its doors for the last time.

Diana Brook receiving the Barry Pike Memorial Cup from Mrs. Empson.



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The Brandy of Napoleon



COURVOISIER

Beer with a naval 'taste'

It was a turbulent time in Britain's past which included that spectacular period in the Royal Navy's long history when the "wooden walls of England" were fighting off the challenge of Napoleon.

The name of Whitbread was already firmly established in the world of brewing. In fact, Whitbread's was more than 60 years old at the time of Trafalgar.

As the 19th Century wore on, succeeding generations of Whitbreads played their part in the affairs of state as members of Parliament.

And one of them, Samuel Whitbread the third (born 1830, died 1915, and M.P. for Bedford from 1852 to 1895), served as Civil Lord of the Admiralty from 1859 to 1863.

He might well have been pleased to hear today's claim that Whitbread's beers are drunk in Royal Navy messes and wardrooms around the world, and the news that Whitbread's A bond warehouse in Portsmouth — dealing in wines, spirits and beers for ships' stores — opens in May.

Samuel Whitbread III, of Southill, M.P. for Bedford, 1852-95, and Civil Lord of the Admiralty, 1859-63.



Around the world with cool refreshing Whitbread Tankard.



Whitbread for choice

What do Britannia, Sherlock Holmes, Gilbert and Sullivan and the Printer's Devil have in common?

Answer: They are all names of modern strongholds of that ancient and still thriving British institution, the pub.

With a sociable insight into the lives of bygone generations, they are inns which provide special interest to customers on the subjects their names suggest.

And another London inn name, the Samuel Whitbread, gives the clue to something else they have in common — the popular brand of "beverages" which they, like hundreds of hostels at home and abroad, dispense.

Opening chapter

Speaking of bygone ages, the tradition of service boasted by Whitbread and Co. Ltd., London, goes back nearly 230 years.

It began in December, 1742, when Samuel Whitbread, after being trained in the "mystery of brewing" by the then Master of the Brewers' Company, set up his own brewery. Eight years later he moved a quarter of a mile to a site in Chiswell Street, City of London, where Whitbread's beers have been brewed ever since.

As trade increased and markets opened up overseas, he enlarged and mechanized his brewery, helped by leading engineers of his day, including James Watt, inventor of the first steam engine used in a British brewery.

The second Samuel Whitbread, a great Whig reformer, organized funds and administered the rebuilding of Drury Lane Theatre after a fire in 1809.

To Charles Shaw Lefevre, a partner in the brewery in 1840, who was Speaker of the House of Commons, Whitbread's still owe the privilege of providing horses for the Speaker's coach on state occasions.

Pasteur's part

The company, which added ale to its range of beers with the reduction in the penal tax on glass in 1834, opened its first bottling depot in the City of London in 1868. Now it has over 60 bottling and/or distribution depots in the U.K.

The modern research laboratories owe their origin to the fact that, in 1871, the famous Louis Pasteur studied fermentation of yeast on malt liquors there. The microscope he used, still in working order, is a prized memento.

Today, 76,000 outlets sell Whitbread products and the Company owns 19 subsidiary companies in Britain comprising some 20 breweries. Whitbread beers are exported to nearly 70 countries (including Belgium where over a million bottles of pale ale are sold each week). Export companies have been opened in the United States, Scandinavia and Italy.

IT'S A LONG STORY

Col. W. H. Whitbread, its chairman, is the seventh direct descendant of the founder.

In beer, wines and spirits — trades in which long service to the public is a strong tradition — the other firms mentioned on these pages have much experience to draw upon.

J. R. Phillips & Co. Ltd. (Courvoisier Cognac), have been wines and spirits shippers since 1739, tracing their long heritage back over 230 years to one William George, distiller.

Fine wine and spirits from France, Spain and Portugal are still unloaded in the docks at Bristol where it all began.

Queen's Award

James Burrough Ltd., distillers of Beefeater gin and Borzoi vodka, have twice received the Queen's Award for Industry (1966 and 1969), and are the only gin distillers ever to receive the award.

Beefeater, sold in over 170 countries from the Antarctic to Mongolia and every Eastern European country, represents over half of all exports of gin from this country and is the largest imported gin into the United States.

Grants of Piccadilly, true to the best traditions of Scotch, have been using the waters of one Scottish burn to make Grant's whisky ever since it was first distilled in 1886.

And Challis Stern & Co. Ltd., specialists in ships' stores and export markets for 45 years, offer a wide range of rums, lager, sherries, brandy and wines available in all ports through Whitbread & Co. Ltd.

Challis Stern & Co. Ltd.

specialised in Ships Stores and Export Markets for over 45 years, supplying all leading shipping lines.

They have represented Tuborg Breweries for the last 45 years.

Now available in all ports through Whitbread & Co. Ltd.

Four Bells Navy Rum,
Four Bells White Rum
Tuborg Danish Lager

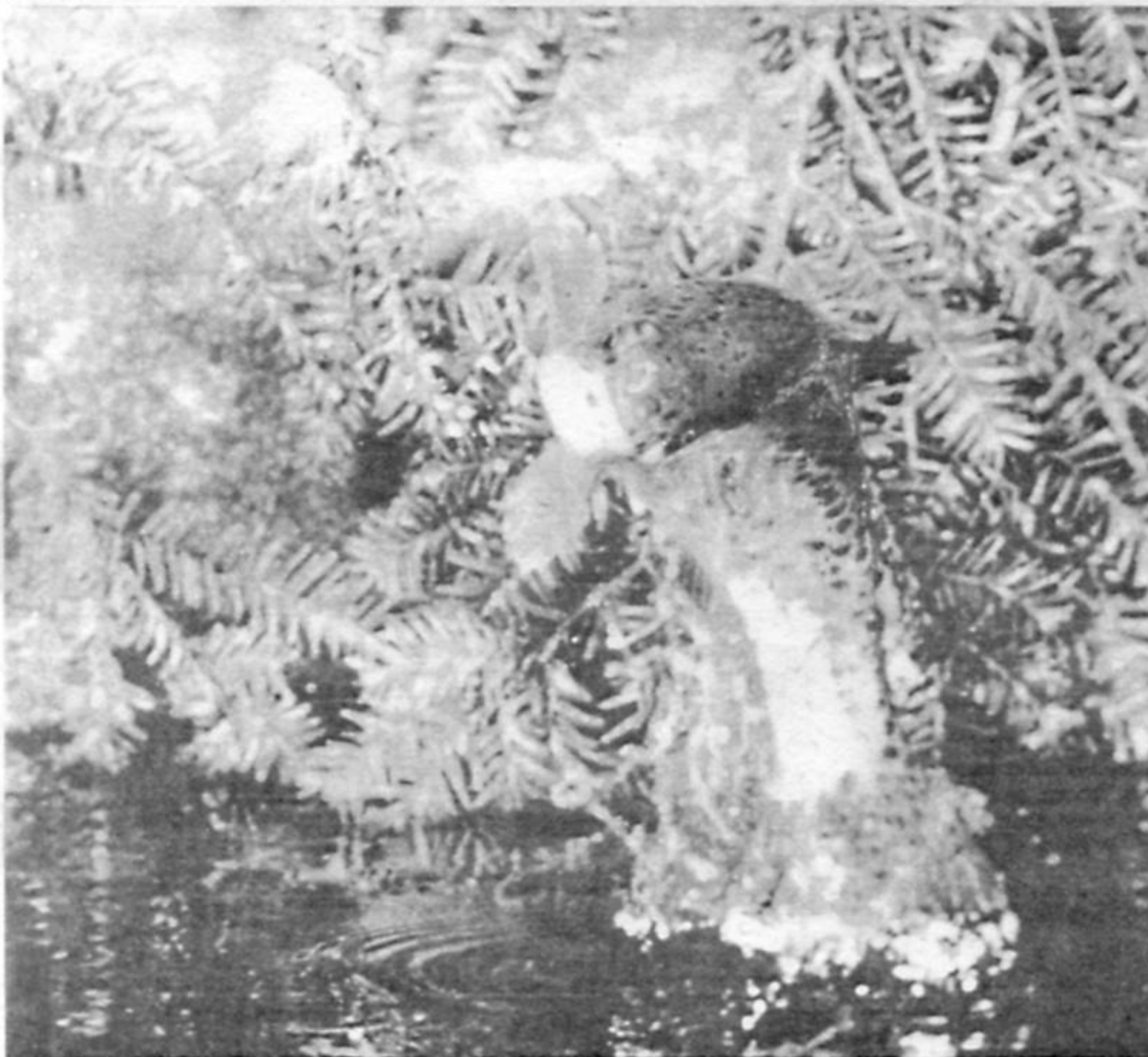
DOMECQ RANGE OF SHERRIES

La Ina (Dry Fino)
Celebration Cream
Double Century
Pedro Dry
Casino

Marlot Brandy 3 Star Grape
Bottles and one gallon jars

WINE IN 1/4 BOTTLES

Graves Superieur
Beaujolais 1967
Beethoven Liebfraumilch
(bottled in Germany)



Like the finest Scotch Whisky

the Trout is part of the tradition of Scotland.

Brown Trout abound in the lochs and burns of the Highlands.

One such burn is the fast-flowing Fiddich, whose waters have been used to make Grant's Scotch Whisky since it was first distilled in 1886.

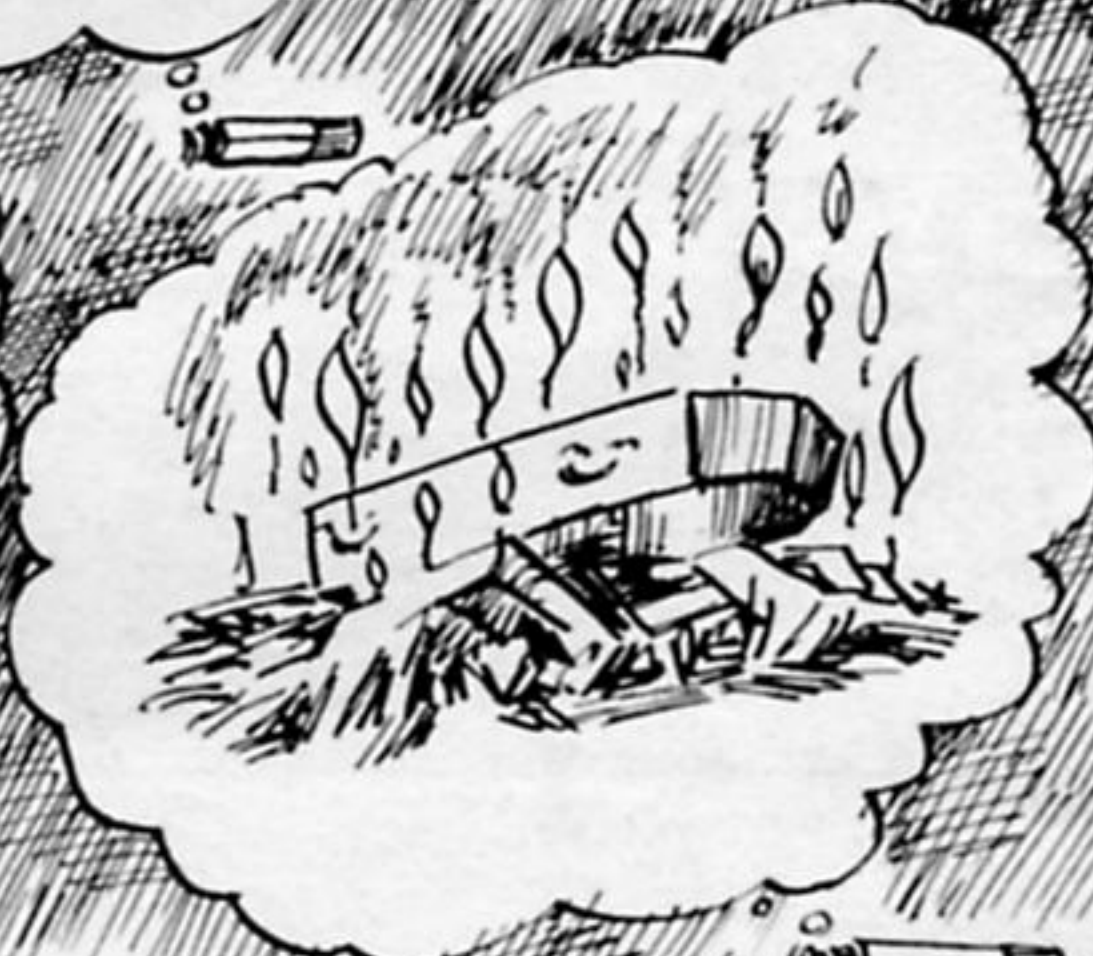
Today as then the Grant family's traditional skill and care produce whisky of smooth perfection.

The tradition of family distilling
is the **Grant's** guarantee.



Before you say "tonic"
mention my name.

GIFTS GALORE with **BLUELINERS®** THE NAVY'S OFFICIAL FAG



GIFT SCHEMES

FIVE MILLION COUPONS — Complete State funeral. Gun carriage on display at Whale Island. Lying-in-state in the small ships canteen.

FOUR MILLION COUPONS — Burial at sea off Chatham, Portsmouth or Devonport, depending upon Welfare preference or religious denomination. R.N. Chaplain in attendance Sundays only.

THREE MILLION COUPONS — Guaranteed draft to Happy Hunting Ground, Valhalla or that great big ashtray in the sky. Full mileage allowance, extended long week-end en route,

bagmeal, and unlimited baggage vouchers if required.

TWO MILLION COUPONS — Simple cremation ceremony on Haslar foreshore. R.N. ship named after you.

ONE MILLION COUPONS — Lung transplant or bronchial tubes pulled through with four-by-two.

900,659 COUPONS — Euthanasia (mercy killing). Different branches different methods. Seamen, hanging or drowning; Royal Marines, shooting; chefs, battered to death in deep fryer; sick berth, injected with stirrup pump full of T.A.B. toxin (blunt-

needle method); F.A.A., ejected upside down from Swordfish into deck of carrier; engine room, dousing in diesel and incineration . . . many others from which to choose.

500,000 COUPONS — Complete smoking cure. Imitation fags containing a mixture of pusser tea leaves, shredded spun yarn, rolled in strips of white PVC. Can cause coughing even before ignition. Other methods: Riveting lips together; solitary confinement in RNDQs; strapped in Robinson stretcher.

ONE COUPON — RIP it up. Give it up, before you're hooked!



Swift

Icy—but warm in Kiel

Voyaging through the Baltic Sea and down the narrow channel that cuts through the minefields to Kiel, the nuclear Fleet submarine H.M.S. Churchill, making her first foreign visit, had the close company of Russian, East German and West German escorts.

When she arrived after breakfast on March 4, it was so cold that spray froze on the casing, icicles hung from the foreplanes, the West German Naval band wore leather gloves to stop their fingers sticking to the metal of their instruments, and the sea formed icy ruffs around the buoys and jetty piles.

ARMY HOSTS

The ship's company moved ashore to comfortable accommodation provided by the British Army at the Advanced Watermanship Training Centre which became something of a social centre for them.

The programme for the visit included lunch parties, coach tours through beautiful scenery, wreath laying at the War Memorial, cocktail parties, dances, a visit to a brewery, receptions and parties.

LS Colebourne won the pistol competition in a shooting match with German Navy competitors, and on the Sunday afternoon more than 1,000 people visited the submarine.

The cold climate was more than cancelled by the warm hospitality and entertainment.



Above: H.M.S. Churchill arrived "dressed overall" with ice at Tirpitz Mole, Kiel, to a greeting from the German Naval Band.

A PAGE OF SUBMARINES

Explosion on a 200- year fuse!

During H.M.S. Warspite's visit to Gibraltar from March 5 to 10, some members of the crew learned a fascinating story about three explosive cannonballs.

Mr. Joseph Ramage, proprietor of St Michael's Cabin at the entrance to the caves that honeycomb the rock, told how the cannon balls, for a long time, ornamented his large open fireplace, often being used as foot rests — until the day when one exploded.

It was found that the centres of the cannon balls had been filled with gunpowder, probably by a Spaniard 200 years before!

Despite continuous rain during the nuclear Fleet submarine's Gibraltar call, Warspite men enjoyed a variety of tours and visits, some going to Tangier by ferry while others toured the Rock, visiting such places as the Moorish Castle, the stamping grounds of the famous apes — and some of Gibraltar's 134 bars.

GIB. 'RABBIT' HUNTERS

As our picture (below) of Engineering Mechanics Alan Yates and Eddie Gwilliam suggests, there was plenty of "rabbit" hunting in the Main Street souvenir shops when H.M.S. Warspite visited Gibraltar.



'HOLY' ALLIANCE IN FRANCE



MAC. ON THE 'BOX'

PO "Mac" McKenzie was in great demand by the Press when his submarine, H.M.S. Narwhal, visited Sunderland.

After giving a hurried interview on the casing, he was whisked away to a television studio and was on "the box" that night.

The reason is that "Mac" is a connoisseur — a collector of shells. He has picked them up all round the world and has a large collection at his Whitley Bay home.

In an eventful five-day call over 2,000 people toured the Narwhal when she was open to visitors, special visits were arranged for over 100 school-boys, and the crew gave a party for orphans.

During the visit to Wearmouth Colliery the submariners broke the deep diving record by descending to over 1,800ft. under the sea.

The commanding officer, Lieut.-Cdr. O. M. Windle, presented a banner to the Submariners Jazz Band, started by a former submarine coxswain, and inspected the Sunday divisions of the Sea Cadet Corps.

Then the submarine left for Gosport on her last voyage before starting her long refit at Chatham in March.

Above: H.M.S. Alliance berthed in the "shadow" of the Notre Dame de la Garde in the Vieux Port at Marseilles.

This was one visit during her time spent in company with units of the Western Fleet in the Mediterranean between October and March.

Others took her to Gibraltar, Malta and La Spezia. She returned home for a Christmas and New Year maintenance period, and during the Malta visit the families of half the ship's company flew out for a 10-day holiday.

Although feeling her age and having a smaller ship's company than the surface ships, she did her best to keep up in speed and sport, and provided opposition in Exercise Limejug and one-day stands for passing aircraft and ships.

Alliance visitors included the Commander-in-Chief Western Fleet, Admiral Sir William O'Brien; the Parliamentary Under Secretary of State for Defence (Navy), Mr. Peter Kirk; the Flag Officers, Gibraltar, Malta and Flotillas Western Fleet; and the Bishop to H.M. Forces, the Bishop of Croydon.

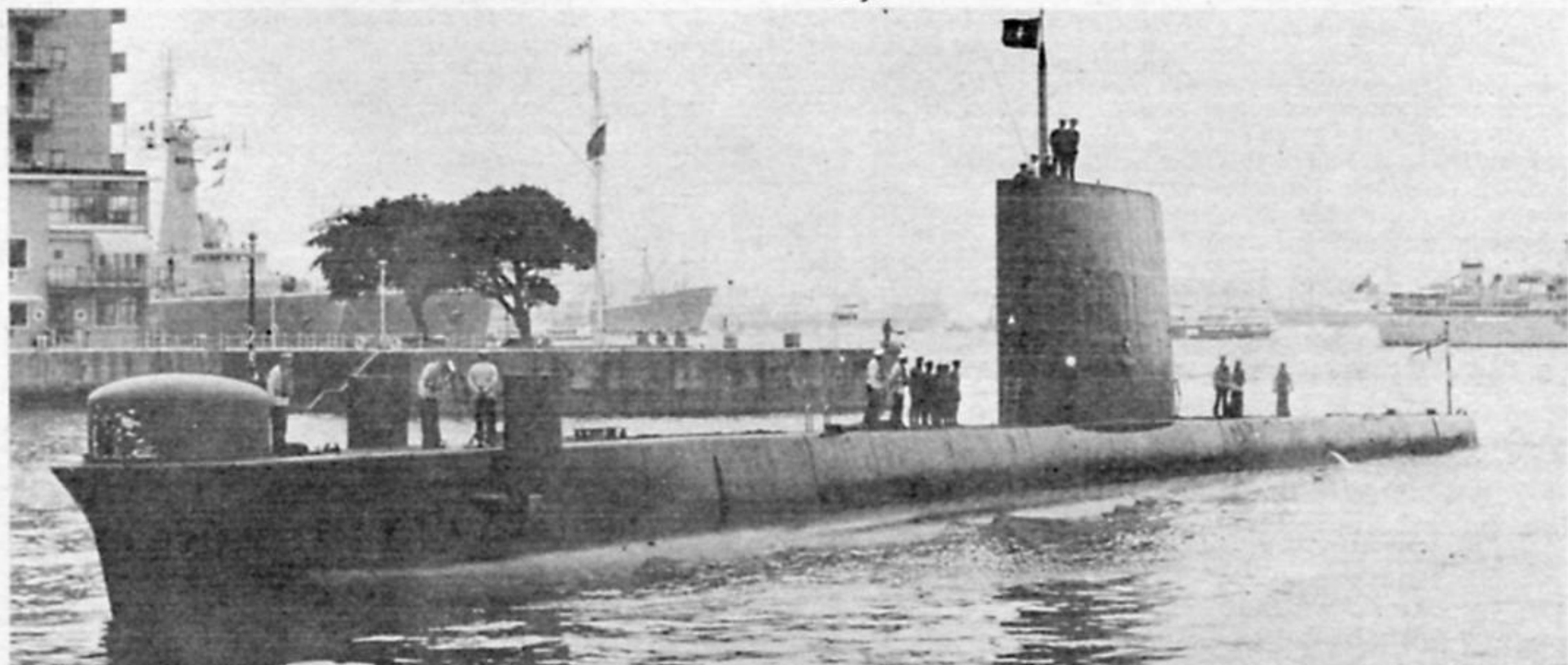
A skull and crossbones? not likely!

When they saw an unusual flag flying from the periscope of H.M. Submarine Oberon as she entered Victoria Basin, Hong Kong (below), some suggested it must be the skull and crossbones!

But they weren't too surprised when proved wrong. It is

the flag of the 5th Gurkha Paratroop Company which is to be disbanded.

Five Gurkha soldiers travelled in the Oberon from Singapore to Hong Kong where the flag was to be handed over at a small ceremony to the main Gurkha unit based in the colony.



Navy News

Editor:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel. Portsmouth 22351 (Ext. 72194)

Rewarding ability

Advancement — the method by which the Royal Navy's chief petty officers have been chosen — is a word which has a ring of a shunting operation.

In future they will be promoted, but the introduction of a procedure giving more accent on ability and less on seniority has at the same time preserved much of the existing relationship between the technician and non-technician streams.

Few technicians are likely to see a selection board, because most rosters are short, there is already a careful selection pattern, and "skill of hand" can be efficiently assessed by examination process. However, a variation on points awards will give a greater leaning towards ability than before.

EXAM PROBLEM

If all the qualities which are required for the top technician jobs can be allied to an examination, why not a similar method for the non-technicians?

An examination might well have been an easy way out, but a thorough investigation by the Admiralty Board did not produce the conclusion that this would be better than a reporting system and selection boards.

While professional expertise beyond that already stipulated in Advancement Regulations will not be required, the possibility of educational requirements at some time in the future is not ruled out.

In due course, a candidate for Fleet Chief will have to have two G.C.E. "O" levels, and since the petty officers who speed to chief would apparently be Fleet Chief material, the ambitious ones could make their preparations, whatever the rules say, at the earliest possible stage in their careers.

REFINEMENT

It will be interesting to see the results in practice of the degree of refinement promised in the new regulations.

While offering the chance for quicker progress for the bright boys in attaining "chief," the Admiralty Board undertake to see that men with long and good service will not "get their noses pushed out" by brighter junior POs. Seniority, it is laid down, will still carry rather more weight than in the case of promotion to Fleet Chief.

So, a little more accent here, a little less there. The Board are trying to be fair to everybody, and the verdict can only be given when the results begin to show.



"Filling out a pair of tights in the chorus for ten of 15 years doesn't mean you're equipped to take over the star role, dearie!"

Tribute to gallant woman

A favourite picture of the Lady in White, a copy of which she presented to the Wardroom of H.M.S. Zulu.

When H.M.S. Zulu arrived at Durban on February 13, the lack of mail through the postal strike had meant that the ship's company were not at their happiest.

Then they heard from the jetty the welcoming songs of the famous Lady in White, and the ship was hardly alongside before the hospitality began to pour in, providing the best week that most on board could ever remember.

Very regretfully the ship moved on, the Lady in White being there again to sing them out of harbour.

A week later she died. The Zulu had been the last of countless ships to hear her greeting and farewell, and the news was received on board with immense sadness.

Huge wreath

It was appropriate that the ship concerned should have borne such a local name, and the Welfare Committee paid for a huge wreath to be sent to the funeral.

Their flowers were the centrepiece of the tributes, and could perhaps be regarded as the whole of the Navy's token of affection for this gallant woman.

The story of the Lady in White — Perla Siedle-Gibson — began in the First World War when she sang at Durban City Hall to some passing troops.

In the Second World War she was helping to feed about 500 troops, dressed at the time in a white dress and white apron.

When the ship was pulling

out, the boys called out to her to sing them something, and she cupped her hands to her mouth and gave them a song.

Afterwards she used a small megaphone, and her soprano voice was heard by millions of Service men, in songs like "Land of Hope and Glory," "Tipperary" and the like.

After the war the Lady in White continued her greetings, and thousands of men of the Royal Navy will remember, and mourn her passing.

Lately she had lost the sight of an eye, and advancing years were taking their toll, but she stuck gamely to her self-appointed task.

She was at the Zulu's cocktail party, and then went on to the ship's company dance.

Many paintings

Leading Seaman Gordon Redpath (Wooller, Northumberland) told Navy News that he talked to her first at the cocktail party, where he was helping out, and then at the dance.

"She phoned up and asked if I would like to go to her home for sundowners, and bring some chums," said Gordon.

"The others were Able Seaman Ian Arthur (Boness, West Lothian), Able Seaman Graham Ashley (Portobello, Edinburgh), and Able Seaman Bob Tuppen (Bradford, Yorks).

"She showed us round the house, which was filled with hundreds of her paintings.

"When we came into Durban I was below and did not hear her singing, but I was probably the last to talk to her when we left.

Will never forget

"She gave signed photographs for the wardroom, and some of her lino cuts for the lads who had visited her. It was my first time at Durban, and is a meeting I will never forget."

As the Zulu steamed out, the Lady in White sang one of her last numbers for the Navy — a request from the ship. "Wish me luck as you wave me goodbye" is always deeply sentimental, but this time the words had a special poignancy of which none was aware.

They gave her three cheers, as so many had done before, and thus ended an era founded on the personality of a remarkable woman.



HOME WITH THE SAMPLES

All scientific objectives were achieved by the Elephant Island Joint Services expedition, now back in Britain after nearly four months in the Antarctic.

As a result of the work of the 14-man team, led by Cdr. Malcolm Burley, production will be possible of the first map of the island, on which they were put ashore in early December by H.M.S. Endurance.

The Endurance also carried out recovery of the expedition

— unshaven and somewhat unwashed but in good health and spirits. Included in their "baggage" were over 100 insect samples, 50 different lichens and mosses, a dozen varieties of birds' eggs and 266 rock specimens weighing nearly a ton.

On board the Endurance the ship's barber was kept busy restyling Antarctic coiffures, and members of the expedition once again became accustomed to such basics of civilized society

as sitting in chairs and undressing to go to bed.

The expedition completed its return to Britain by air, arriving at Lyneham on April 13.

PEAKS SCALED

During their stay on the island they had scaled 18 major peaks, including the three highest mountains.

First recorded landing on the island was made in 1916 by Sir Ernest Shackleton and survivors of his trans-Antarctic expedition who sought refuge there after their ship had been crushed in pack ice.

KINGSLAND SCHOOL

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Full Sports Facilities and Heated Swimming Pool.

Prospectus from Secretary.



The Antarctic look — Cdr. Malcolm Burley on arrival on board H.M.S. Endurance.

The great race

VETERANS IN DISPUTE FOR SPEED TITLE

Some time in July two of our more "mature" warships will be battling to settle their dispute over which is the faster ship, and to prove, incidentally, that they can still show the young 'uns a clean pair of heels.

The two protagonists are the 26-year-old Chatham-based H.M.S. Cavalier, the Navy's only traditional fully operational fleet destroyer, and the Type 15 anti-submarine frigate H.M.S. Rapid, which was built in 1942 as a destroyer, began life in 1943 as a convoy escort, and is now a training ship based at Rosyth.

Power trials

Both ships steam at well over 30 knots and both claim to be the Navy's fastest ship.

The opportunity to settle their argument in the Royal Navy's great race in the Firth of Forth is provided by the fact that both will be carrying out full power trials there at the same time. The ships will each make their bid for the "fastest ship" title over a 20-mile course.

The Cavalier, weighing in at 2,106 tons (standard), is slightly the younger ship, having been launched in April 1944, and completed as a CA Class destroyer in November that year.

Like the Rapid (which has a 2,200-ton standard displacement), she is powered by Parsons geared turbines.

Opening shots

The Cavalier (commanded by Cdr. C. A. Snell) took up the gauntlet flung down by Lieut.-Cdr. Bill Kelly, commanding officer of H.M.S. Rapid, with obvious determination.

While in Chatham for a maintenance period during March she made final preparations for the big trial of speed.

The opening salvoes in a war of words between the two contestants came with the Cavalier's provocative assertion; "We'll make you think you're standing still," which produced a Rapid reaction, "We'll give you a five minute start!"

Since then the claims and counter claims have been flying between the ships in the form of apt Biblical quotations.

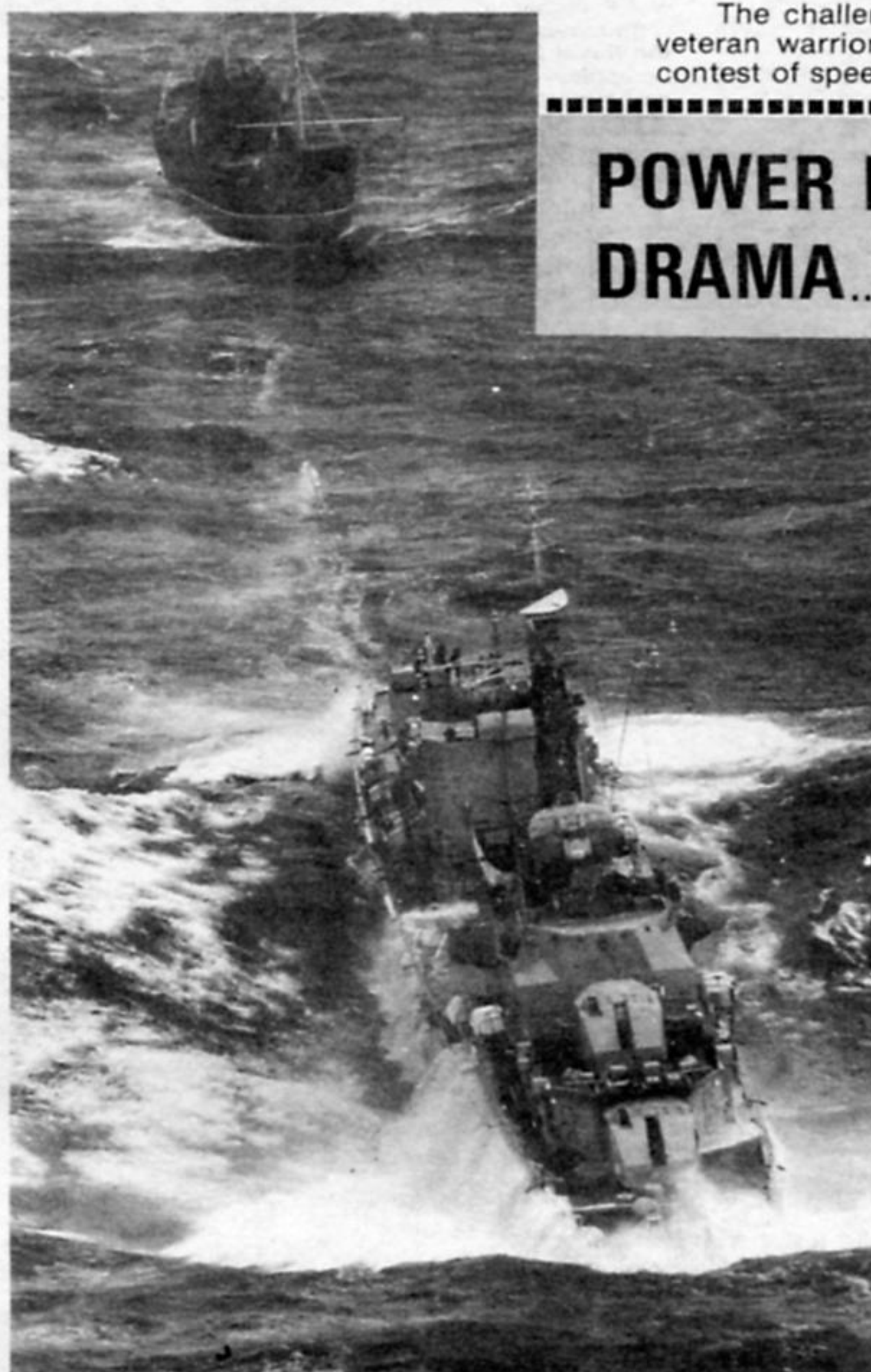
Rapid response

The Cavalier fired the signal: "Jeremiah 22-7: And I will prepare destroyers against thee, everyone with his weapons, and they shall cut down my choice cedars and cast them into the fire."

Then she followed up this broadside with: "Job 15-21: A dreadful sound is in his ears; in prosperity the destroyer shall come upon him."

To which, in Rapid-fire, her adversary replied: "And he saith unto me, seal not the saying of the prophecy of this (signal) for the time is at hand."

But when the talking is done, it will be all out action — and may the faster win.



POWER IN A RESCUE DRAMA...

This dramatic picture (left) shows all the power of H.M.S. Cavalier as the destroyer battles through rough weather with a disabled coaster in tow.

It was taken from an R.A.F. Shackleton last September when the Cavalier

went to the aid of a Scottish coaster, the Saint Brandan, which had been abandoned by her crew and was blazing furiously.

Despite Force 10 winds, a high swell and heavy seas, the coaster, drifting in the Bristol Channel, was boarded, a tow was passed, and she was shepherded into the safety of Milford Haven harbour.

...AND POLISH FOR A RACE

Perched on an anchor (right), AB Jim Clark weighs in with the polisher while two ship-mates also get busy putting a shining smile on the Cavalier's bows.

While the Cavalier was at Chatham during March for a maintenance period, final preparations were made for the date with the Rapid.

But when they go to the "starting blocks" in July the polishing will be forgotten because it will be anchors aweigh — and the Rapid will be aiming to wipe that shining smile off the Cavalier's face.



He aims to 'steam off' that smile

Here is the naval commander who aims to "steam away" the smile from the face of the laughing Cavalier.

As the picture (below) suggests, Lieut.-Cdr. Bill Kelly, commanding officer of H.M.S. Rapid, which he believes is the fastest ship in the Fleet threw down the gauntlet in challenge to H.M.S. Cavalier for the title of the Navy's fastest ship.

The Cavalier (Cdr. C. A. Snell) accepted the challenge, and now they have the chance to fight it out.

Story by:
Tony Clarke



Picture by courtesy: Scottish Daily Express.

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Chopper check

H.M.S. Zulu's helicopter and maintenance crew check over the machine at the Naval Aircraft Servicing Unit at R.A.F. Muharaq.

Choppers are especially valuable to the Royal Navy in the Gulf, and receive scrupulous care to ensure efficiency and availability.

The Royal Navy has more than 500 "diplomats" in the Persian Gulf — men afloat or ashore who are helping to preserve a goodwill built up over three centuries of British association.

Going there for the first time, the sailor will find the expected palm trees, sand, and sunshine (pretty intense at times), but he will also learn the circumstances which make a stay in the Gulf an unusual and fascinating experience.

Alongside the extrovert American cars, the new wealth from oil, and rapid modernizing processes, there remains the courtesy and culture of almost Biblical antiquity.

Possibly as nowhere else, everyone down to the youngest aboard is taken into confidence and told of the real meaning of this "special relationship" and of the personal responsibility resting upon every individual.

If there is any basis at all for the claim that Britain's best ambassadors are her sailors, few

Duty frigate

H.M.S. Zulu arrives at Bahrain for a spell of duty as Gulf frigate. During a maintenance period the captain was able to allow a couple of dozen from the ship's company to fly home for leave, among them new fathers who would be seeing their babies for the first time.



HOME-MADE FUN

In an area without available cinemas, pubs, dance halls, or any of the usual run-of-the-mill ashore attractions, the British forces in Bahrain are dependent upon their own resources for social life, sport and recreation.

Besides the basketball pictured below, all the popular sports are catered for. Naafi clubs, film shows, and local TV for the less energetic, are included in the range of Service amenities.



Amba in the Gulf

places are more delicately balanced to demonstrate it.

The Gulf is no alluring run ashore in accepted sense; no heady mixture of local brew or Eastern delight, but a rare opportunity to see in some ways the centuries turned back — and perhaps to draw a modest sense of pride from the patience, tact, and stabilizing influence involved in the words "a British presence."

For the most part, of course, the absorption is in the task of running ships and domestic administration, but every courteous "Good morning" from a street sweeper is a reminder of the dignity and pride of the Arab people and a reminder too that when the British armed forces do eventually relinquish a permanent role, the farewells will reflect memories as are left by the men in uniform.

Welcome presence

Amid the difficulties surrounding emergencies of a governing pattern for the area is at least one unanimity — the welcome for the British presence. It must be rare history for such an influence to be so self-effacing or more gently applied.

It may be imagined that Gulf sailors be continuously in brilliant sunshine on palm fringed waters, but the seas around there be as rough as in most places on the globe with sandstorms adding a scarring edge to high winds.

Maids-of-all-work in the Gulf's naval presence are the "Ton" class minesweepers of the 9th MCMS; those incredible little wooden boats which have been worth their weight in gold from the Korean war through Indonesian Confrontation, and up to the present day.

The Wiston, Beachampton, Brinton, P. cheston, and Gavinton will soon be rejoined by the Brereton and Tarnton refitting at Singapore.

"Big Brother" is the Gulf frigate from Far East Force, until recently H.M.S. Ashcroft and now H.M.S. Zulu.

Survey task

Quietly getting on with the task of surveying this developing and inadequately charted area is H.M.S. Vidal.

When it comes to moving anything from a couple of prize bulls for restocking, up to a mass of bulky equipment, the R.F.A.



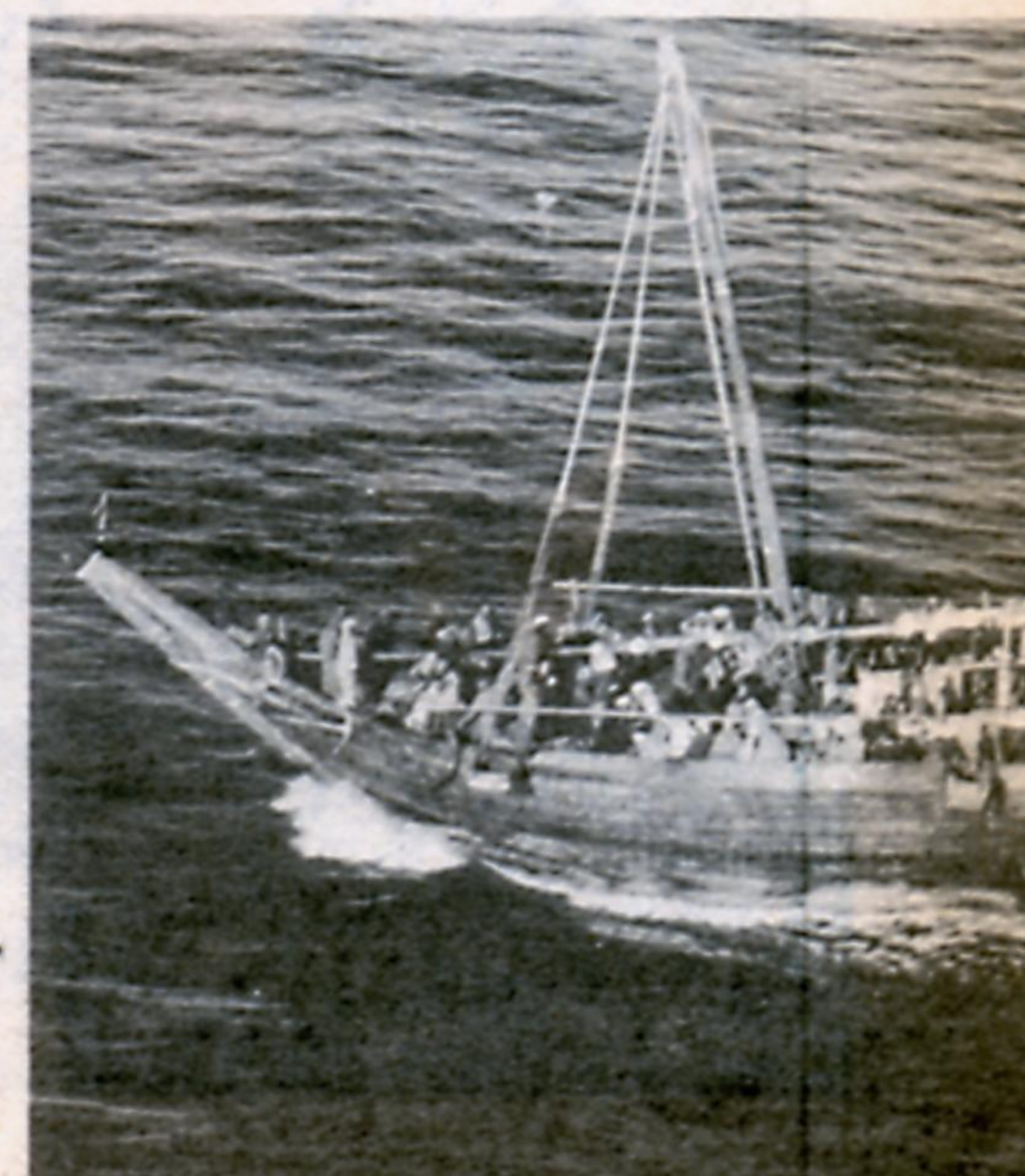
NAVY WATCHES-HELPS

A pack of humanity aboard a small dhow (right).

The Royal Navy often gives help to relieve hardship or suffering, but if there is suspicion that any vessel is carrying illegal immigrants, it is escorted to the nearest port and handed over to the civil authorities.

Boarding parties have a job to do, and must be trained to be ready for anything, but in practice the Arabs are well acquainted with the procedure, and investigations are usually conducted in smiling patience on both sides.

Pictures by CPO
Eric Le Count



ambassadors



DREAM OF A SAIL



FOR A DAY AT SEA

H.M.S. Beachampton, with a party of Sea Rangers and other visitors aboard, leaves for a day at sea from the floating "jetty" of the 9th MCMS.

Bedivere and her landing craft are always on hand.

One main task for the minesweepers is the seeking out of arms smugglers, with a watchful eye for illegal immigrants. On patrol among the Arab dhows, each Navy ship carries an interpreter to assist investigation, and the activity is well understood by the Nakdahs — the skippers of the local vessels.

These are the occasional direct acts of support for law and order, but generally the Navy is more the influence "over the horizon," always alert and ready to help.

With few and frequently troubled roads on land, the vital aid to the Navy's capability lies in the helicopter, requiring a scrupulous maintenance to ensure constant use and readiness.

The Royal Navy's "ambassadors," after a spell in the Gulf, will have undergone a unique experience in this land of the east.

Although missing, perhaps, the whiff of beer and bangers on a run ashore, they will have added their personal share to what is known as "Britain's contribution to world peace," and be able to derive a deeper awareness of its meaning.



The badge of H.M.S. Jufair, headquarters of Commodore Sir Peter Anson, Bt., Commodore Naval Forces Gulf.



—AND OFTEN



This is the sailing that U.K. enthusiasts dream about, in the handsome yacht, Shanin, provided for H.M.S. Jufair by the Nuffield Trust. "Sitting it out" is hardly necessary for the crew, but it helped to give a striking picture.

TRIP TO THE MARKET

Bahrain market even has a "Steptoe and Son" stall where dusty green old coffee pots can be bought for a song and restored to their original copper or brass brilliance. Maybe, once home again, they will find an eventual place in the attic, but for the moment there is the fun of bargain-hunting and the shining reward from lots of elbow grease.

Admiring the specimen offered for sale (top) is AB Donald Corbett (Fort William, Inverness).

The splash of colour is a magnet to the market's fruit section. Eggs are piled in the familiar Western pressed-card trays, and much of the produce is the same as in England, but here and there are goods which arouse a curious "Wonder what on earth that can be?"

At the stall, left, AB Corbett continues his market tour, together with AB Robin Pearson (Felixstowe, Suffolk).

Newcomers to Bahrain are always interested in the bakeries, where the local bread is slapped on the hot sides of the ovens and comes out in wafer form.

Spectator here from H.M.S. Jufair, besides ABs Pearson and Corbett, is RO2 Graham Wright (Poole, Dorset).



Thrills of a V.I.P. ambush

Ambush — the boastful baddies heading for inevitable doom before the guns of the goodies — is a thread running through the history of warring humans, being everlastingly maintained as a popular theme of the Western films.

While phoney cowboys enjoy an undying following, the real-life trap stands out in the pattern of events more vividly than any fiction.

Strange, perhaps, that one of the most thrilling of such

NEW ON THE BOOKSHELF

incidents in modern times is so unknown. But then, Britain had so much on her hands at that time with the Nazis that happenings in the Pacific were too far away to have real impact.

"Get Yamamoto!" Today's readers may be forgiven for complete ignorance of the name, since even the men given that order during the war against Japan had but a vague idea that he was one of the enemy's top brass.

He was the Commander-in-Chief of the Japanese Navy, and by an incredible stroke of luck the Americans intercepted a message detailing a flying visit he was to make to an advanced base.

Author Burke Davis has used the order as the title of his book on the exploit, published by Arthur Barker (price £1.80). And a thriller it is.

Using every ounce of petrol they could pack, American fighter planes had still a daunting task in going 500 miles over water, avoiding all land, and reaching the spot dead on time to meet the admiral's bomber.

The whole mission was hazardous, and the navigational problems almost

impossible. But the prize was great.

In the event, the Americans had astonishing success with the timing, only to find in dismay that there were two VIP bombers instead of the one expected.

Spotted by the Japanese fighter cover, there was little time then to do other than get into the struggle, which the author presents from personal reports including those of the enemy.

The excitement, uncertainty of battles in the clouds, and subsequent conflict of claims provide a tale guaranteed to grip the imagination.

A glance at history books will confirm the result of the mission. This telling of the tale does full justice to an outstanding action.

How to appreciate weather

While people generally may despair of ever being able to find out if it is going to rain tomorrow, a vital requirement for the yachtsman's safety is that he should have an appreciation and understanding of data and forecasts available.

Weather for the Mariner, by Capt. William J. Kotsch, U.S.N., a United States Naval Institute book made available through publishers Patrick Stephens Ltd. (price £3.10), has been produced in non-technical terms especially for boating enthusiasts who have no previous knowledge of the subject.

The book provides informative reading on the basic principles of modern meteorology and about aspects of oceanography. An indication of its value is the fact that it was prepared for the U.S. Coastguard Auxiliary membership training programme.

A volume of similar style, *Piloting and Dead Reckoning*, by Capt. H. H. Shufeldt, U.S.N.R. (ret.), and G. D. Dunlap, comes from the same publishers, and is priced at £2.90.

Again intended for the owners of small boats, the authors have covered the elements of piloting within sight of land and the use of artificial aids to navigation.

This well-illustrated book will help yachtsmen to navigate safely in pilotage and dead reckoning conditions, being written in an informal and readable style.

'NATO has too few ships' claim

Take 1,237 line drawings, 362 photographs, 146 colour drawings, the names of all the world's warships, and specifications of all the main classes of vessels and aircraft. Throw in details about missiles, and turn the mix into a book.

It must be regarded as one of the outstanding achievements of Weyer's Warships of the World, 1971 (published in the U.K. by

Patrick Stephens Ltd., price £10.80), that this array of information is contained in a volume seven-and-half inches by five, and less than an inch thick.

The 462 pages are not Bible-thin, but quality gloss, and the flexible plastic binding has the feel of fine leather, providing a most convenient size for quick reference on bridges and quarter-decks.

A United States Naval Institute book, "Weyer's Warships" is no newcomer in the field, having been first published in Germany in 1900. It is the third edition in the English language, and the first to appear on the U.K. market.

COMPREHENSIVENESS

Others may argue the claim that it is "the most accurate manual in the English language on the fighting fleets of the world," but be that as it may, the size and comprehensiveness of the book would make it a valuable addition for any naval information requirement.

Following the pattern of such publications, the editorial casts a critical eye on naval policy, and expresses the view "that the states of the Western defence alliances appear to be increasingly unwilling to bear the necessary costs of an adequate defence of their vital interests."

In particular, the editorial maintains that the NATO countries have too few ships to maintain the security of the Atlantic lanes, and that the forthcoming scrapping of most of the British aircraft carriers will "facilitate at least temporary Soviet control of the Atlantic."

CLOTHING THE BARE BONES OF NAVAL HISTORY

But it is not only Napoleon; there is the cold-blooded horror of that countryside in Belgium, when men stood and slugged away at each other all day, "until 60,000 lay dead and somebody blew the whistle."

For the Navy, the epic is Trafalgar, and who can escape that dried-mouth expectancy in delving once again into the details, and especially the slow-motion entry of the Royal Sovereign, drifting down in silence on a calm sea into the guns of seven ships, and accepting the blood and destruction until the enemy line was broken.

Personality

Again, the battle raged around the personality of a great leader; again the opposing forces banged away until one side was rather more mangled than the other.

The facts themselves will always hold attention, but it is skilful writing which revives and clothes the bare-bones of history.

In *The Age of Nelson* (George Allen and Unwin, price £5.25), author G. J. Marcus continues his polished series on a naval history of England, this being the second of four volumes.

The subject is the Great War which lost its name to two others, namely that of 1793-1815, when Great Britain and France struggled for maritime, commercial and colonial supremacy, with Britain emerging as the great World Power holding unquestioned dominion of the seas.

Rich flow

Many another book has been written about only one of the numerous episodes dealt with in this latest work, but the ability of Mr. Marcus is such that the reader is left with no sense of potted drama, but a smooth, rich flow of fact and descriptive.

As well as the famous fleet

actions, the author closely examines somewhat less familiar topics such as the French expeditions against Ireland, the long-drawn-out war on trade, and the Anglo-American war of 1812.

Destroyer—Battle Class

"Last of the line" always gives an extra touch of sentiment, and this adds to the interest of *Battle Class Destroyers* by Peter Hodges, in which he describes the Royal Navy's final class of vessel of the kind, built in "traditional" style.

Publishers are the Almark Company, and there is a paperback edition at £1.25 and a hardback at £1.75.

Badges of the Navy's Battle class destroyers are given in colour, in addition to illustrations of every ship, with drawings and cut-aways.

A companion volume, having editions of similar price is *Ships of the Royal Navy*, by W. D. G. Blundell. Information includes colour plates, 80 pictures and scale drawings, providing an up-to-date record of the Fleet for ship spotters, warship enthusiasts, and modellers.

French Navy of World War II

"The Free French" may not mean much to the sailor of today, and even among war veterans little is known of the part played by the French Navy under De Gaulle's leadership.

In *French Warships of World War II*, author Jean Labaye Couhat has produced an interest-

Encouraging first results are reported by a Portsmouth school now using a new teaching aid in its work with deaf children. The equipment, developed by Royal Navy personnel, has already prompted one four-year-old to say his first word — "Mum."

The story began in 1969 when a group of officers at H.M.S. Collingwood were asked to help Penhale Infants School. One problem has been that the officers concerned, who did the work in their own time, spent periods away from Collingwood — Lieut. P. R. Rundle is the only team member still serving there. Lieut. R. J. Wright, who was involved in the project, is now with H.M.S. Ark Royal.

Basis of the instrument is an oscilloscope built into a circuit which allows human sounds to be depicted. The teachers demonstrated about 40 different basic sounds, which were photographed and mounted next to the instrument's screen.

The child is encouraged to produce the sound, and aims to get his "Voice Signature" the same as the teacher's on the photograph.

In the picture Third Officer Ann Minard shows Corinne Grablin (6) and Margaret Hurst (5) the machine — and her flashing-eyed elephant. This is a by-product of the Voice Signature idea and its eyes can be made to light up by noise.

Photo: PO Dave Morris.

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SAILING SHIP STORY FOR ARMCHAIR ESCAPISM

For sheer escapism there is nothing to equal the story of the sailing ship, as armchair adventurers lap up the tales of rounding the Horn, battling against tempest and seeking lands anew.

And apparently, the appetite is insatiable for reading matter of the most attractive quality — and don't worry too much about the price.

In such a market it was a "natural" therefore to have a reprint of *The Great Age of Sail*, first published in 1967 in truly lavish style and now virtually out of print.

Patrick Stephens Ltd. have now made avail-

able an edition at £4.80, but the description "cheaper" seems inappropriate for such a volume. The Swedish printers have produced a beautiful book, packed with colour or monochrome illustrations.

And it "isn't just a pretty face." The publication is an authoritative history of the sailing ship, spanning five centuries, and written by an international team of specialists.

Certainly a book to grace any collection, and especially welcome to sailing ship enthusiasts and naval historians.

Royal Navy's aircraft

PHOTO POSTCARDS

Photo postcards of this aircraft and others of this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 5p each (including postage) — 50p per dozen — stamps or postal order.

A standing order for the supply of each new card on publication for 12 issues, can be arranged on receipt of cheque or postal orders for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

Other aircraft in this series are Walrus, Seafox, Skua, Albacore, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraiders, Fairey III, Sea Hawk, Sopwith Pup, Westland Sea King, Blackburn Dart, Westland Wyvern, Sopwith Tabloid, Sea Hornet, Westland Wasp, Sopwith Camel, Sopwith Triplane, Phantom F-4K, BE2C, Wessex V, Sopwith Schneider, Supermarine Scimitar, Gloster Sea Gladiator, and Westland Whirlwind.

Using German and Italian charts, pilots of the Sea Otter, the last in a long line of biplane amphibians designed by Supermarine, helped fight the second world war battle against the mine.

They flew over known enemy mined areas using the charts to gain some idea of where the minefields should be, and searching for their exact location.

On a clear day, and with a calm sea, it was possible to locate strings of mines or, occasionally, the odd floating mine. These were plotted and the charts handed to minesweeper detachments which could then make short work of the sweeping.

It is not known how many

mines were spotted in this manner, but one pilot plotted over 500 mines in a few months.

The Sea Otter entered service in 1944 as a successor to the famous "Shagbat" or Walrus.

The most noticeable difference between the two aircraft was the reversion to the tractor layout.

This caused many a headache for the gunner, sitting astride the top centre-section, for recovery

from the water and trying to hook the ship's crane on to the aircraft slings without getting the crane hook and handling lines entangled with the propeller.

Generally, the Sea Otter was of much cleaner design than the Walrus, slightly faster, had more range and carried a greater load. It was fitted with the more powerful Mercury engine.

The prototype (K8854) made its maiden flight in August, 1938, and, after further development, entered production at the Saunders-Roe factory, which turned out its first Sea Otter in July 1943.

Sea Otters first served with No. 1700 Squadron, which took delivery of six aircraft at Lee-on-Solent in November 1944, subsequently embarking in the escort carrier Khedive for passage to Ceylon.

Detachments from 1700 Squadron in H.M. Ships Hunter, Stalker, Khedive, Emperor and Ameer operated throughout the East Indies on such duties as air-sea-rescue, mine spotting, anti-shipping strikes and communication flying.

SEA RESCUES

The second Sea Otter Squadron, No. 1701, formed at Lee-on-Solent in February 1945 with six aircraft and embarked in H.M.S. Begum in April for the Far East and Australia.

The Squadron was employed in two sections with the mobile naval air bases at R.A.A.F. Station Maryborough and at Ponam Manus on air-sea-rescue and communication duties. In

November they were transferred to Hong Kong.

No. 1702 Squadron formed at Lee-on-Solent with six Sea Otters in June 1945 and embarked in H.M.S. Trouncer in September for Malta and Athens. They were engaged on mine spotting duties in Greece, Tunis and Bizerta, and disbanded in October 1946.

Various other units operated Sea Otters, such as 781 Squadron at Lee-on-Solent for pilot training and No. 772 Squadron Fleet Requirement Unit.

ALLERGIC

Some carriers were equipped with the Sea Otter for air-sea rescue duties and communication flying, but to pilots accustomed to handling the docile Walrus, the Sea Otter did not appear to take kindly to deck landing. In fact it appeared rather allergic to the idea, and frequently upset its pilots by taking an uncalled for plunge over the ship's side.

With the introduction of the Dragonfly helicopter for rescue and communication duties, the Sea Otter was gradually phased out from 1950 onwards.

AIRFIX AWARD

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Technical

Description: Three-seat carrier-borne or shore-based air-sea rescue and communications amphibian. Metal hull and composite wings, fabric covered.

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Power Plant: One 855 h.p. Bristol Mercury XXX.

Dimensions: Span 46ft. Length 39ft. 5in. Height 16ft. 2in.

Weights: Empty 6,805lb. Loaded 10,000lb.

Performance: Maximum speed 150 m.p.h. at 5,000ft. Cruising, 100 m.p.h. Range (normal) 565 miles; (maximum) 725 miles. Service ceiling, 16,000ft.

Armament: Two Vickers K guns amidships and one Vickers K gun in bows.

Late—but they got third

Sickness in the team, and ailing transport, gave a hectic run-in for a team entered by H.M.S. Bulwark for the Bournemouth Hotel and Catering Exhibition.

Arriving late — and then only through the help of a Good Samaritan A.A. patrol — they triumphed over difficulties to gain third place, only three marks behind the winners, Highbury College, Portsmouth.

Members of the team were Assistant Cooks Stephen Lewis and Robert Molloy, and Stewards Chung Shu Kam and Ho Tsi Fai.

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Otter's spot in mine war

EAGLE WIVES FLY TO SHARE THE SUN

Envy of his shipmates when H.M.S. Eagle arrived at Devonport from the Mediterranean was CPO Norman Arnott, who drove off in a brand new Vauxhall Viva he won in a ship's raffle.

During the three months in the Med., the ship's company were raising money in various ways for charity, the biggest attraction being the raffle. The response was so good that after the cost of the prizes, £750 was left "in the kitty."

The money is being saved, with the intention of increasing the amount to do something really worthwhile — possibly a kidney machine for a hospital.

CPO Arnott's Viva was bought from Naafi, and he was presented with the ignition key by the captain of carrier, Capt. I. G. W. Robertson, in the presence of the Arnott family — wife Marjorie, Debbie (15), Fiona (12), and Ian (11). Their home is at Plymouth.

During her 11 weeks away, H.M.S. Eagle visited Gibraltar, Villefranche, and Malta. She was longest at Malta — long enough for more than 100 wives to fly out and share the sun in March.

The principal aim of the Eagle's trip was to fly her squadrons of Buccaneers, Sea Vixens, Gannets, and Sea King helicopters, and after Easter leave and topping up with stores, she was ready again to deploy anywhere in the world.

The Malta stay also enabled 400 young ratings to be sent away from the ship for a change of air and scenery. Operating from a former Army camp, they had four days of exped, map orienteering, canoeing, cliff-climbing, and pistol shooting on the range.

Seven members of the ship's company have formed a folk

group, Sounds Fayre. Under the guidance of ERA Charlie Munn they were enthusiastically received at the Fleet Revue, and also gave 16 separate performances in clubs and hotels at Malta.

Group members are: Pete Wimpenny, Poole (banjo, guitar, whistle); Tom Rodgers, N. Ireland (banjo, whistle); John Laing, Plymouth (guitar); Don Mackenzie, Scotland (mandolin, fiddle); Gerry Dobbin, Belfast (vocals, harmonica); Ron Dooler, Wakefield (vocals); and Dave Lilley, Birmingham (guitar, vocals).

What a homecoming, with a brand new car on the jetty! CPO Norman Arnott and family drive away from H.M.S. Eagle, at Devonport, in the prize he won in a ship's raffle.



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NEWS FROM GANGES



ZEST IN DRAMA CUP WIN

A little bit of history was made at the Victory Theatre, Royal Naval Barracks, Portsmouth, in April when Junior Seaman J. D. Pulham went up to collect the cup for H.M.S. Ganges, winners of this year's Royal Naval Drama Festival — Portsmouth Command.

It was the first occasion a junior had represented his cast in this way, and probably the first time that juniors had played so many leading parts in a Drama Festival production.

The adjudicator's final appraisal is made at the end of the last production — usually in the theatre at R.N.B. — and Ganges took the cup for the sixth time since 1959.

Their successful play was the National Youth Theatre's "The Apprentices," Peter Terson's highly successful follow-up to "Zigger Zagger." Both plays have been on television, but many who had seen "The Apprentices" on the screen said they enjoyed it even more on the Ganges stage.

Northern setting

The scene is set in the factory of a heavy engineering works in the North of England, and the action takes place at "dinner time" over a period of 18 months.

In a production calling for many actors to be on stage for long periods, the cast exhibited a tremendous vitality. A nearly continuous game of soccer... a couple of old men comment-

ing continually on the action... a group of factory girls playing a transistor... these only served as a background for a dozen leading parts — the Apprentices themselves.

There were over 20 actors in all, ranging from junior seamen to a captain who had taken part in the first Drama Festival after the war in which the present cup was competed for.

Action centred round the aggressive "tyrant of the yard," Douglas Bagley, and it was the inspiration of Wardmaster Sub-Lieut. Eddie Martin in this role which drew the whole performance along. The juniors responded well, and three months of rehearsals, which at times seemed endless for those taking part, were rewarded with a success due to the sheer hard work which went into the final nights, and the enjoyment which both cast and audience obtained.

Much of the action came from improvisation sparked off by the show's "aliveness" and characterized by Junior Pulham as Jimmy, who kept everyone laughing throughout.

Not easily forgotten are the swirls of activity, the fights, dancing and "paratroopers' jumps" from the factory yard



Betty (Frances Cook) helps up Boswell (JMEM G. J. Glasspool) after Bagley's gang has "initiated" him — scene from "The Apprentices."

wall; nor the parts played by women in the cast, from the sexy sluttishness of Betty and Linda to the brilliant characterization of one of the nursing sisters as Mabel and the roof-raising reception given to every entrance of Alicia, whose progressively increasing dress lengths gave the only indication of the passage of time.

Said the producer, Inst-Lieut. R. C. F. Nichol, "As a production and acting task for a young and mostly inexperienced team, it was challenging and tricky, but often rewarding, for in long rehearsal it seldom lost its appeal for amusement. Traditional methods of working have had to be abandoned in order to allow the large cast to develop the action at will."

Presentation

Presentation of the cup was made at R.N.B., Portsmouth, by Commodore E. W. Ellis. Adjudicator was Mr. Walter Lucas.

Cast of the successful play was: Douglas Bagley, Wardmaster Sub-Lieut. E. T. Martin; Harry, JMEM M. J. Hazell; Wags, JS M. Dean; Dicker, JMEM R. K. Griggs; Jeff, JMA T. S. Jackman; Fulcher, JMA V. Campbell; Boswell, JMEM G. J. Glasspool; Jimmy Passmore, JS J. D. Pulham.

Betty, Miss Frances Cook; Linda, Mrs. Sue Kelly; Mabel, QARNN Pam Upshon; Alicia, Mrs. Madeleine Hitchings; Spow, Inst-Lieut W. M. J. Kelly; Garrett, Cpl B. Postma, R.M.; Mr.

Spotted by United?



"Hear you got spotted, Wags. Scouts from Manchester United...?" Jimmy (JS J. D. Pulham) talks to Wags (JS M. Dean) and Dicker (JMEM R. K. Griggs)

Wags is tops



Wags (JS M. Dean) exults after Bagley's announcement of his engagement: "And I've got my trial for Manchester United."

Cast and production team



Taking a look at Sultan



CAREER 'HOME' INTRODUCTION



At the controls

"Having a go" at manoeuvring main engines on the guided missile destroyer simulator at H.M.S. Sultan are JMEMs Dodd and Lister.

One of the establishments visited by juniors from H.M.S. Ganges on their "Getting to know" trips is H.M.S. Sultan, the Marine Engineering School at Gosport.

Aim of familiarization visits by JMEMs to Sultan is to introduce them to the establishment where they will receive career, technical and pre-commissioning training in their future Service lives, and to show them the courses and facilities available.

They also receive technical training to supplement their Ganges lectures, using the wide selection of models and sectioned machinery.

In addition, they visit the harbour training ships H.M.S. Black-

wood and H.M.S. Diamond for a day to learn something of ship layout and machinery operation.

Instruction is given on diesels and gas turbines, boilers and steam machinery, refrigeration and air conditioning and practical maintenance.

This page contains pictures taken during a recent Sultan visit by juniors.

MAINTAINING THEIR ATTENTION...

With Mech. Brown explaining how it works, JMEMs Jewitt, Hills, Smyth, Ramsay and Simpson take an interest in a 1,000kw. AE1 turbo alternator in the Maintenance School.



Among those studying closely as a Weirs turbo main feed pump 35 is warmed through and started in the Maintenance School at H.M.S. Sultan are JMEMs Simpson and Ramsay.

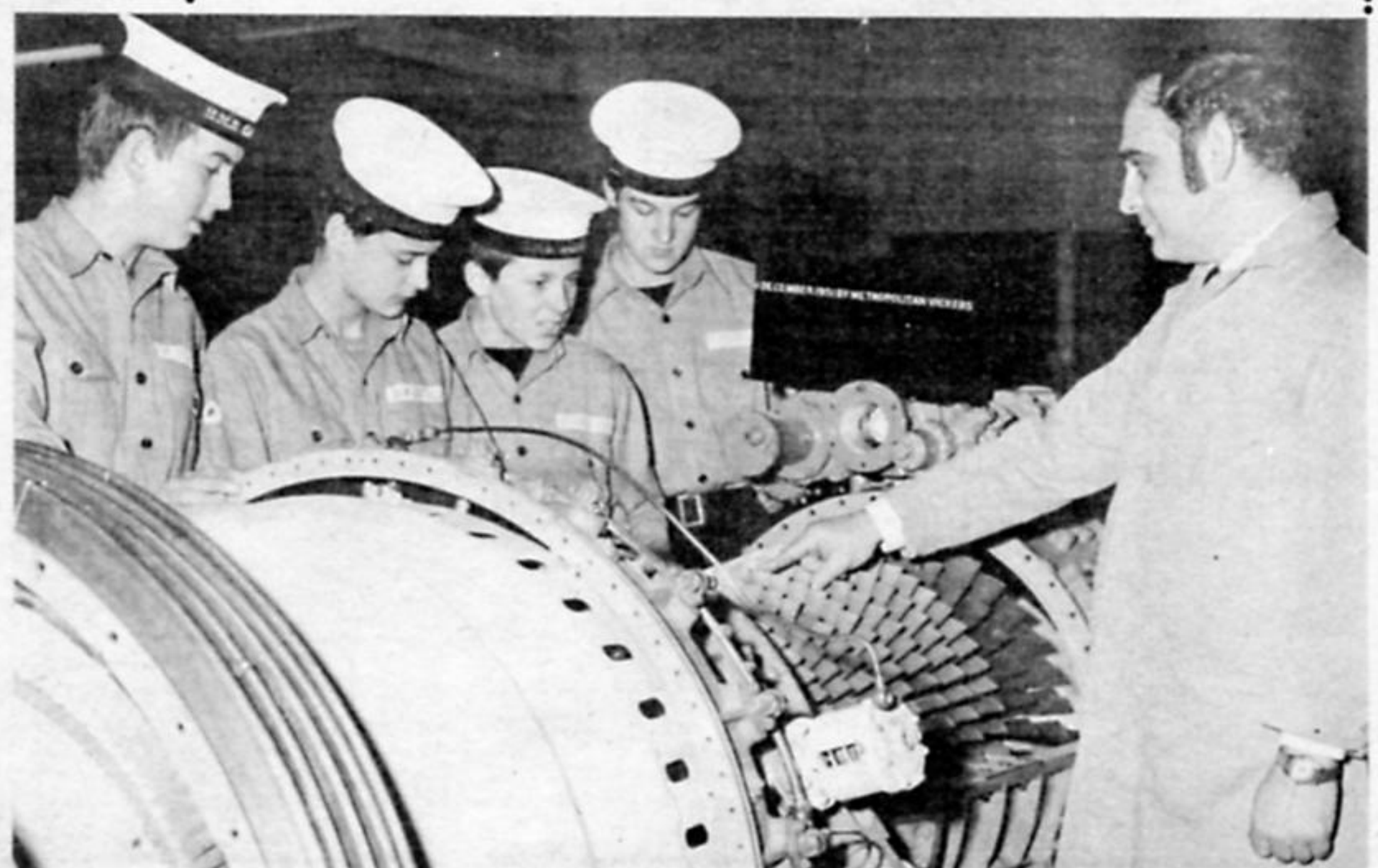
Diesel dial watch



At the Maintenance School control panel for main propulsion diesel engine (Salisbury and Leopard-class frigates) are JMEMs White and Hills.

Learning the complexities of a G2 gas turbine — JMEMs Blackburn, Steele, Hillier, and Fraser. Making the explanations is CMEA(P) Smith.

TURBINE TALK...



APPOINTMENTS

Two new rear-admirals

Two promotions to rear-admiral to date July 7 are announced. One, Capt. G. C. Mitchell, is to be Assistant Chief of Staff (Logistics) on the Staff of the Supreme Allied Commander Europe from July.

The other, Commodore I. J. Lees-Spalding, becomes Chief Staff Officer (Technical) to the Commander-in-Chief Western Fleet and Inspector General Fleet Maintenance from August.

Capt. Mitchell was a winner of the King's Dirk as the best special entry cadet after joining the Navy in 1940. He has commanded the frigate Bigbury Bay and served as executive officer of H.M.S. Hermes, and his appointments in the rank of captain have included captain(F) of the Second Frigate Squadron and commander of NATO's Standing Naval Force Atlantic.

Commodore Lees-Spalding, who was with the Submarine Service for five years, served as Deputy Director of Marine Engineering in the Ship Department of MoD (Navy) from 1967 to 1969, when he became Chief of Staff to the Commander-in-Chief, Naval Home Command.

A keen sportsman, he was co-driver of the Royal Navy team which finished 31st in the London-Sydney motor marathon in 1968.

MEDWAY — AND MALTA

Rear-Admiral C. C. H. Dunlop is to be Flag Officer Medway and Admiral Superintendent Chatham Dockyard in October. Since 1969 he has served as Commander, British Navy Staff, Washington.

Rear-Admiral J. A. Compton-Cotill is to be Flag Officer Malta and NATO Com-

mander South East Area, Mediterranean, in July. He has commanded H.M. ships Sefton, Tiger, Rhyl and Bulwark, and his most recent appointment was Chief of Staff to the Commander Far East Fleet.

Other appointments recently announced include:

Capt. D. A. Loran, Glamorgan in command, September 27.

Capt. D. T. Goodhugh, Tiger in command, August 1971, and in command on commissioning for trials and service.

Capt. R. D. Franklin, Andromeda in command, August 12.

Capt. J. B. Robathan, Seahawk in command, September 30.

Cdr. D. M. Eckerley-Maslin, Euryalus in command, June 11. (Granted acting rank of captain.)

Cdr. G. R. T. Duffay, Lochinvar June 7 and in command and as Captain MCM and Captain Fishery Protection August 16. (Granted acting rank of captain.)

Cdr. H. G. de Courcy-Ireland, Achilles December 13 and in command.

Cdr. T. J. W. Hale, Neptune for Swiftsure building as commanding officer, January 3, 1972, and in command on commissioning.

Cdr. G. F. Liardet, Aurora in command, September 7.

Cdr. M. C. Powys-Maurice, Lowestoft, November 23, and in command.

Cdr. J. B. D. Read, Berwick, April 24, 1972, and in command.

Cdr. G. W. G. Hunt, Jaguar, December 6, and in command DTBR.

Cdr. A. R. Wavish, Cleopatra, January 4, 1972, and in command.

Lieut-Cdr. M. H. Farr, Finwhale, April 28, and in command.

Lieut-Cdr. T. J. K. Sloane, Orpheus, May 5, and in command.

Lieut-Cdr. A. W. M. Stephens, Walrus, April 15, and in command.

Lieut-Cdr. W. M. Logan, Ocelot, April 10, and in command.

Lieut-Cdr. R. N. Pearce, Glasserton in command, October 5.

Lieut-Cdr. P. B. Gavin, Wasperton in command, April 27.

Lieut-Cdr. M. A. Whitley, Bildeston in command, October 6.

DIOMEDE HAND - OVER



Sunshine, a stiff breeze and a host of families on the jetty greeted H.M.S. Diomedé, the 24th Leander to join the Fleet, when she arrived at Portsmouth from the yard of Yarrows, Ltd., on April 3.

At the handing over, the commanding officer (Capt. J. D. E. Fieldhouse) signed the official form of acceptance, the ceremony being witnessed by Commodore D. Jermain, the Commodore Contract Built Ships.

As the White Ensign was hoisted, so the Red Ensign, under which the ship had steamed south, was lowered, and the picture shows the moment when both the Red and White Ensigns were flown simultaneously.

Handling the ensigns were Leading Operator Hugh Mailer, from Inverness, and (on behalf of Yarrows) Mr. Fred Webb from Glasgow, the firm's ship manager.

While steaming south, the Diomedé was in the hands of the Yarrow's ship master, and an element of the crew in the engineering and electrical departments were Yarrow's employees.

NAVY 'PINTAS' DO A BIG JOB

Vice-Admiral L. D. Emsom gave a much-needed 'pinta' to the Hong Kong Red Cross during his final visit to the Colony as Commander Far East Fleet. With his Flag Lieutenant, Lieut. Tom Blackburn, he visited the Red Cross centre to become one of the thousands of sailors who give blood when visiting the naval base, H.M.S. Tamar.

Just over 30 per cent. of blood donated in the Colony comes from H.M. Forces.

Wives of officers and ratings working at Tamar help collect blood from mobile centres set up throughout Hong Kong.

The Navy has a proud record. H.M.S. Triumph, during her latest visit, contributed 373 units and H.M.A.S. Vendetta 120 units, while, since her arrival in Hong Kong, H.M.S. Kirkliston (6th MCMS) has a 100 per cent. record.

A recent donor while visiting H.M.S. Triumph was the Commodore-in-Charge Hong Kong, Commodore R. E. S. Wykes-Sneyd.

In memoriam

Frederick Raggett, CPO CA, P/MX, 810797, H.M.S. Seahawk, March 7.
William Jones, L. Sid, D/L, 932647, H.M.S. Eagle, March 25.
John Edwards, L. Sea, P, 092448, H.M.S. Arethusa, March 28.
Raymond Gibbons, LRO, P, 063487, H.M.S. Mercury, March 30.
Eng'r Lieut. Peter M. Harring, April 3.
Michael A. James, J. Sea, D, 121354, H.M.S. Raleigh, April 5.
Malcolm J. Betts, Ck, D, 090722, H.M.S. Triumph, April 6.
Martyn S. Lloyd, CEA, P, 085108, H.M.S. Walrus, April 13.
Paul C. Jeffery, M(E), D, 066889, H.M.S. Sheraton, April 13.
Lieut. Cdr. Thomas J. Mahaffey, April 21.

'FREEDOM' FOR H.M.S. GANGES

A proposal to confer the Freedom of Ipswich on H.M.S. Ganges, the Royal Navy training establishment at nearby Shotley, has been made by the policy committee of Ipswich Borough Council.



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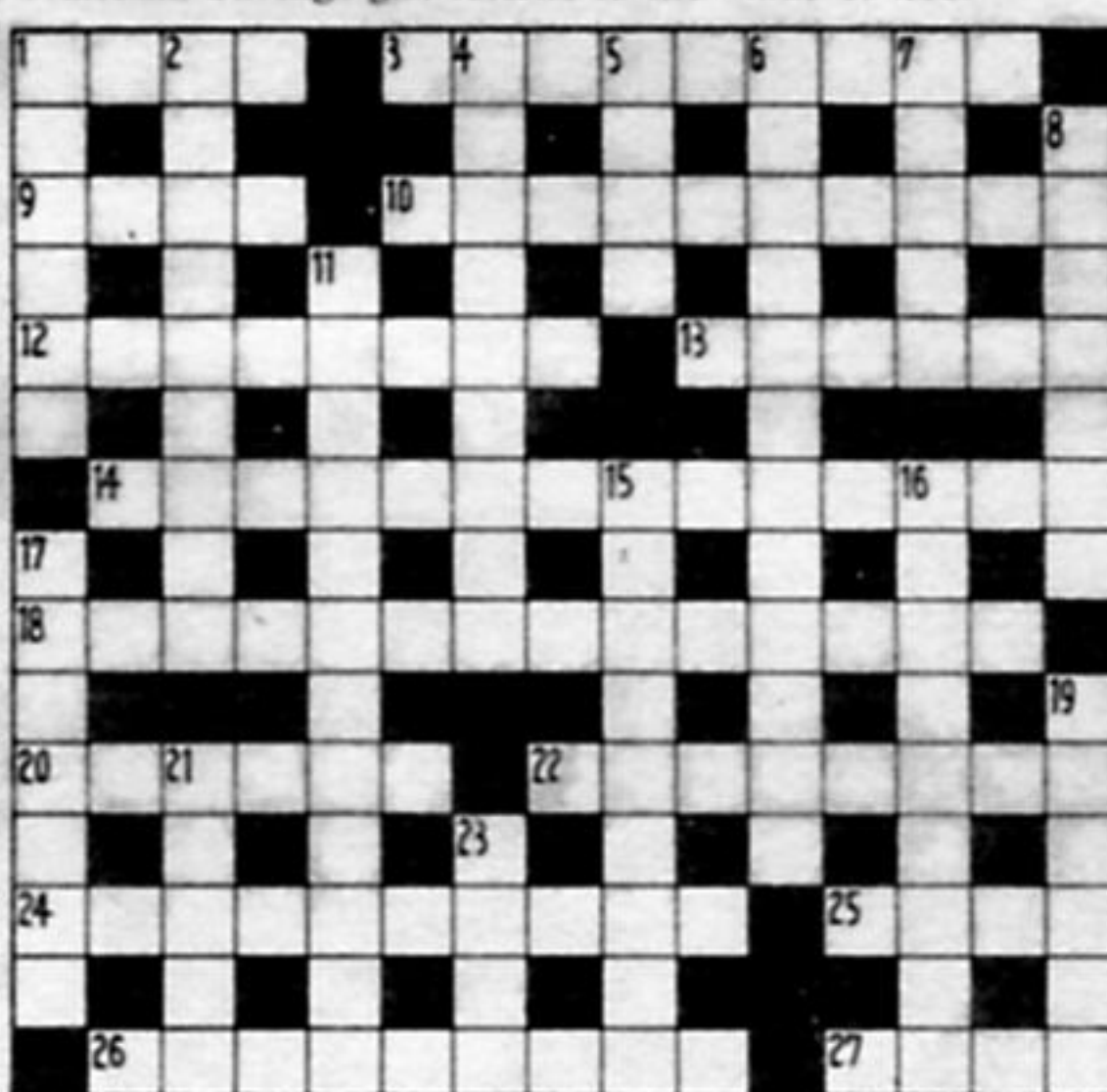
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£10 crossword

Below is the latest of the present series of Navy News crosswords. Entries close on May 27 and should be addressed to Crossword No. 27, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on that date will receive National Savings gift tokens to the value of £10.



Name

Address

SOLUTION 26

Across: 1, Artifice; 5, Scream; 9, Tenantry; 10, Indian; 12, Ship's boat; 14, Idiot; 15, Arc; 16, Retort; 19, Turner; 22, Tacit; 23, Facade; 25, Eli; 28, Rider; 29, Credulous; 32, Lumbar; 33, Wardrobe; 34, Decent; 35, Demented.

Down: 1, Artist; 2, Tennis; 3, Fangs; 4, Curio; 6, Convicted; 7, Editions; 8, Monsters; 11, Static; 13, Bat; 17, Entertain; 18, Office; 20, Startled; 21, Academic; 24, Aid; 26, Cohort; 27, Ascend; 30, Erase; 31, Undue.

ACROSS

1. It's as well to tip these (4).
3. Nothing more than departed and re-elected (2-7).
9. Impulse every surgeon possesses (4).
10. A duel eject (anag.) (10).
12. Tranquil periods; of little wind? (4, 4).
13. Forfeit a candle-stick! (6).
14. Heavenly counsel to show the way, and — (6, 8).
18. — heavenly approbation apparently (7, 7).
20. Where the has-beens are kept (6).
22. Descriptive of that inactive partner (8).
24. Utterances made largely by statesmen (10).
25. Only a lake (4).
26. Sturdy youngsters not to be confused with porters? (5, 4).
27. Exploited (4).

DOWN

1. What you do with that gravel underfoot (6).
2. Swallowing up — in the chasm! (9).
4. Let the evening's this bear the morning's reflection (9).
5. Unpopular cricketing bird (4).
6. He usually handles a fast car (6, 6).
7. Taken in nourishment (5).
8. Stuck, by gum! (7).
11. Where to obtain 14 across? Hardly (6, 6).
15. Unexpressed, and not to the purpose anyway! (9).
16. That lack of necessities (9).
17. Apothecary's alias (7).
19. Consented to a vice (6).
21. Not a level point of view? (5).
23. Trade with a lump of wood! (4).

Winner of Crossword No. 26, for which there was a very good entry, was Mr. G. Doyle, of Tollerton, Nottingham.

Show me your cod-end



NAVY NEWS DIARY

TOP BRASS TAKE NOTE...

Wren Joan Crook is a cornet-playing member of the station volunteer band at R.N. air station Yeovilton and also lends a hand with Yeovil Town Band. Now her ambition is to play in the Band of the Fleet Air Arm in the National Brass Band Championships.

Joan (left) comes from Kingstanding, Birmingham, and joined the W.R.N.S. last September. As a writer she works in the registry of the Flag Officer Naval Air Command.

Crofton's bell

The bell of H.M.S. Crofton, one of the "Ton" class minesweepers scrapped some years ago, has been bought for the community centre at the Hampshire village of the same name.

It's jobs for the boys!

Four Sea Scouts from Gillingham thought it a good idea to get into training for Bob-a-Job Week with a little warm-up work on H.M.S. Jaguar — and no complaints have been received from the matelots who may have had their jobs usurped.

Car cleaning, grass cutting and so on to earn bobs for jobs is all very well. But scrubbing down a frigate?

As can be seen from the picture (right), the quartet — from the 15th Gillingham Sea Scouts — set to it with a will as they got into training for their big week in April.

The buckets-and-brooms session took place on board the Jaguar in Chatham Dockyard.

Photo: Russ Whalley



Yorkshire Television were so delighted with a documentary film they made on board H.M.S. Soberston about fishery protection that they threw a party to launch the film (entitled "Show me your cod-end").

In turn, the ship's company were so delighted with Miss Lea Babbage, a Yorkshire Television hostess, that they named her Miss Soberston.

Pictured with Lea are George Warren (left) and David Taylor, two of the dozen people from the ship who, led by the commanding officer (Lieut.-Cdr. Pat Rowe), were at the party at the Royal Station Hotel, Hull.

Fewer 'light up'

Gosport Committee for Education were told by one councillor, "I instruct at H.M.S. Collingwood and I have found that fewer and fewer people are smoking. When you tell them to stand easy, far fewer of them are lighting up cigarettes."

'STRINGBAG' HIS FAVOURITE

April saw the end of an era with the retirement of the last Fleet Air Arm pilot who flew the Swordfish torpedo-bomber operationally during the Second World War and who is still in flying practice.

It was appropriate that before Cdr. Cedric R. J. Coxon retired after 32 years as a Fleet Air Arm pilot his last flight as a Service pilot was at the controls of his favourite aircraft, the only remaining airworthy Swordfish.

Sank five

In March he flew this "Stringbag" in the air display before Princess Anne at the fiftieth anniversary celebrations of the Aircraft and Armament Experimental Establishment at Boscombe Down.

As a sub-lieutenant he had flown Swordfish from Malta in 1941 and 1942, carrying out minelaying and dive-bombing attacks on ports in Sicily and North Africa. He carried out eight torpedo attacks against enemy supply ships and was credited with sinking five of them.

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'PRINCES' ON THE STRENGTH

About 400 members and guests from 17 branches (14 in No. 6 Area and three from No. 1 Area) attended the commissioning ceremony of the Princes Risborough branch at the British Legion Hall on March 23.

The standards were played in by the Sea Cadets band from High Wycombe's T.S. Jaguar, and the ceremony was opened by an address from Shipmate E. W. Smith, an official nominated by the National Council.

Also present were Shipmates P. Locke, No. 6 Area president; R. Joy, area secretary; D. Green, area chairman; A. Wootton, No. 1 Area National Council member, and E. Smith, No. 1 Area vice-president.

The branch's founder members were elected to the committee — Shipmates H. Barrett (chairman), J. Neal (secretary), C. Smith (vice-chairman), R. Green (treasurer), J. Cooper, W. Neill, D. Wetter, R. Bousfield.

The evening included dancing and refreshments.

Visiting branches represented were Edware and Mill Hill, Kenton and Kingsbury, Finsbury, Aylesbury, Basingstoke, Didcot, Hemel Hempstead, Henlow, Herts, High Wycombe, Luton, Newbury, Reading, St Albans, Slough, Thame, Bletchley.

Branch news

NEW H.Q. OF STONE IN VIEW

The annual dinner of Stone (Staffs) branch on Friday, March 5, followed by a branch social on the Saturday, were to be the last social events at the branch's old headquarters.

Temporary accommodation had been found until the branch could make a start on providing its new club.

But despite the prospect of "moving house" this active branch was socially busy during the postal strike.

A highlight was the St Valentine's Day dance when music was provided by the Royal Marines Band from H.M.S. Ganges.

The event, attended by 350 members and guests, raised nearly £70 for the Stone Senior Citizens.

Three days later, branch members were at a concert given by

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A great day for the Irish

St Patrick's Day was certainly an important date for the Royal Naval Association in Northern Ireland, for it was on that anniversary that Rear-Admiral David Dunbar-Nasmith, Flag Officer Scotland and Northern Ireland, visited Bangor branch, Co. Down, to open a new functions room at the branch's Mountbatten House.

The new room, which is the culmination of many months of planning and alteration, occupies the entire first floor of Mountbatten House. It is designed to accommodate such events as reunion dinners where seating is required for several hundred people.

There is ample room for dancing and provision for several indoor bowling rinks.

The opening was another memorable step in the history of a branch whose achievements have included buying, four years ago, the 70-bedroom hotel which members have been adapting to their needs.

Called to the bar: Shipmate Luke McCann (steward), with Rear-Admiral David Dunbar-Nasmith (centre) and Shipmate P. S. Davison, branch chairman, at the opening of Bangor's new functions room.

Admiral Dunbar-Nasmith admired the size and decoration of the functions room which, he felt, must be among the finest R.N.A. premises in the British Isles.

The Admiral's presence at the opening was a result of the hospitality given annually by Bangor branch when they accommodate a Royal Marines band at Mountbatten House.

While this was his first visit to the R.N.A., he was no stranger to Bangor as he had been the first captain of H.M.S. Berwick, built at Belfast in 1960, and had carried out sea trials from Bangor Bay.



SHIP VISITS

The Admiral said that many local authorities and R.N.A. branches complained that they never got a visit from H.M. ships. This would not be true of Northern Ireland this year as there was a big programme of visits in connection with Ulster 71, and ships with local associations, like the Ulster, Londonderry and Antrim, would be there to show the flag.

The Admiral was accompanied by Capt. A. J. Monk, superintendent of the Royal Naval Aircraft Yard, Sydenham, and Naval Liaison Officer, Northern Ireland.

Guests included Capt. H. Smith, R.N.R., a former commanding officer of H.M.S. Caroline, Lieut.-Cdr. J. M. Vaughan, the Admiral's Flag Lieutenant, Lieut.-Cdr. Glenton and Lieut. Ellis from H.M.S. Maidstone, and Ald. R. V. Campbell, representing the Borough of Bangor.

PIPED ABOARD

The official party was met by the branch chairman, Shipmate P. S. Davison, and secretary, Shipmate E. Smith, and piped aboard by PO Kane and AB Ringland of the Bangor Sea Cadet Corps unit, T.S. Decoy, led by Lieut. H. Barlow, R.N.R.

After the opening there was supper, a cabaret show and dancing.

Narvik's Eskimo memento

The sea battle that took place during the Narvik operation will never rate the epic recognition given to such battles as Trafalgar, but it undoubtedly made a significant contribution to British morale following the defeat at Dunkirk.

Prominent in the engagement was H.M.S. Eskimo, commanded by Admiral St J. A. Micklethwait.

FOR MUSEUM

At the annual president's dinner of Cwmbran branch of the R.N.A., the chairman, Shipmate Clive Sutton presented Admiral Micklethwait with a plaque given by the officers and ship's company of H.M.S. Eskimo. He will present the plaque to the Mayor of Narvik for display in the town's museum which contains relics of the operation.

Members were present from Pontypool, Cwmbran and Newport, and tribute was paid to 87-year-old Mr. Jack Strath.

Mr. Bob Grinter, a Merchant Navy member of the association, received the first life membership certificate.

Hospitable Durban

Every R.N. ship and R.F.A. which visited Durban, South Africa, was contacted by the local R.N.A. branch during the year which came under review at the branch's annual meeting.

Writing in the March issue of the "Bosun's Call," the branch's newsletter, Shipmate Geoff. Wingrove says: "Our greatest effort was with ships of the R.F.A. as R.N. ships are well catered for by the municipality and citizens of Durban while R.F.A. ships are overlooked."

Ramsgate

Highlights of a busy winter during which the branch has entertained and visited local associations and supported Sea Cadet Corps functions, were a western night (in full dress) with the British Legion, and a darts match with the branch's "chummy Pongos," the "Buffs," at their headquarters.

The "Buffs" were to make a return visit to the R.N.A. club in April.

Members also supported a cheese and wine party at the Royal Temple Yacht Club from which proceeds went to Sea Cadet Corps funds.

Bookings are being received, and shipmates are preparing to welcome branches wishing to visit the club this summer.

Cheam

For Cheam and Worcester Park an increase in membership during the first quarter of the year has meant an encouraging start to 1971.

Shipmate Bill Cronk has been made a Freeman of the City of London, and the success of a dance on March 27 was further enhanced by the presence of members of Dagenham branch.

Shipmate Frank Matthews has been appointed to succeed

Richard Sharples M.P. as branch president.

Shipmate Matthews has been a member for 16 years during which he has served as vice-chairman and, for eight years, as chairman, standing down two years ago to enable a younger member to take the chair.

He has also been branch delegate to the Annual Conference for a number of years.

A retired senior commissioned bos'n, he writes articles for the No. 1 Area Bulletin under the name of Bos'n.

After a dinner and dance in April the branch plans visits to Brighton, Ramsgate and East-

bourne during the summer months.

High Wycombe

At the annual meeting, the secretary, Shipmate J. E. Stone, was elected chairman, and succeeded in his former post by Shipmate L. W. Sharp, of 133, Chiltern Avenue, High Wycombe.

Shipmate J. Deighton was elected vice-chairman and Shipmate J. Bryant treasurer.

The president is Shipmate A. Parker, and social and benevolent secretary, Shipmate H. Moseley.

Bristol

The branch programme has included dances on February 13 and April 24. The former, on H.M.S. Flying Fox, was attended by 150 members and friends.

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Antrim revisited

This cheery group of Antrim veterans was photographed by PO Dave Morris at the commissioning ceremony for the new H.M.S. Antrim, the Navy's latest County Class guided missile destroyer, at Portsmouth on March 30.



R.N.A. 'NEWS EXTRA'

Still as good as the best!

Although economies had reduced the number of active ships, the Royal Navy could still "field" a larger fleet than all the other NATO nations put together (except, of course, the U.S.A.), and it was as well manned and trained as any in the world today, said Cdr. G. C. Hathway at the annual dinner of Purley branch.

A HECTIC WEEK BY THE TEES

A hectic week in March for Stockton-on-Tees branch began with the annual meeting on the 15th when the chairman reported a good year and paid special tribute to the Ladies' Section who had worked hard for the club, raising money, providing curtains for the stage, and being there when help was needed.

Three days later, a serving member of the Royal Navy, C/Mech. G. Thompson (H.M.S. Hermes), on duty on Teesside, visited the club and found its members keen to welcome any serving member of the Navy visiting or on leave.

PRESENTATIONS

On Friday, March 19, there were big eats, entertainment and the presentation of cups and plaques to competition winners. They were: Darts, Shipmate K. Scott; runner-up, Shipmate F. Erdley; dominoes, Shipmates G. Pratt and J. Battensby; runners-up, Shipmates N. Spencley and G. Cooke; cribbage, Shipmate J. Battensby; runner-up, Shipmate R. Waites.

The presentations were made by the branch's new president, Shipmate J. Peacock.

WEAR LINK

The following day members of Wear branch were at the club for a big eats and entertainments evening during which record sales were recorded at the bar!

Shipmate H. Morgan, Stockton's branch delegate, who served in H.M.S. Wear, presented the visitors with a photograph of the ship.

Thetis memorial

Members of the R.N.A. branches in the North West (No. 10 Area) are usually among the many who attend the annual memorial service for those who lost their lives in H.M. Submarine Thetis and Thunderbolt, writes Mr. Ray Hedgecock, secretary and treasurer of Merseyside branch of the Submarine Old Comrades Association.

Last year, he says, relatives attended from as far afield as Scotland and Southampton.

The remaining two survivors from H.M.S. Thetis, Ldg. Stoker Walter Arnold and the Cammell Laird engineer, Mr. Frank Shaw, lead the parade, choirs come from local schools and the guard and band generally from the T.S. Indefatigable, and a naval contingent from H.M.S. Conqueror, now completing at Cammell Laird's yard.

This year's service is on Sunday, June 6, at Holyhead, North Wales, and Mr. Hedgecock, of 16, Park Street, Bootle, Liverpool, L20 3DG, can give further information.

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Monterey 'stuns' Puma

For six glorious days at the end of March, H.M.S. Puma visited the picturesque fishing town of Monterey in California. Sharing a jetty with a colony of sealions and the resident coastguard cutter, and only a few yards from author John Steinbeck's Cannery Row, the frigate dominated the view of the bay.

The Puma's association with Monterey dates from 1959 when Mr. Steinbeck, at that time living in England, presented the newly-commissioned ship with a live Puma from his home town of Monterey, as a mascot.

Named Flora, she lived for some years in Paignton Zoo while her stuffed sister, another Monterey puma named Dora, has been the treasured mascot of H.M.S. Puma ever since.

Apart from a brief four-hour visit in 1968, the Puma had been unable until now to pay a proper visit to Monterey, to get to know the town by which she was adopted 11 years ago.

8,000 VISITORS

From the moment the brow was across to the time of sailing again, the people of Monterey threw open their homes to the ship's company, while the Puma received 8,000 of the residents to see over "their ship."

Commander A. M. G. Pearson, captain of the Puma, was presented with a 1925 yellow Rolls Royce for his personal use, and he was able to make a grand sightseeing tour in the Californian hills.

LMEM Frank Fowler, challenged by the reigning American milk-drinking champion, knocked three seconds off the world record for sinking a quart, so earning himself a place in the Guinness Book of Records.

A rodeo was laid on for the ship's benefit, and the Puma's team of would-be cowboys succeeded in carrying off six of the Champagne prizes for roping, hogtying a steer, and leaping on to a piece of hide towed on the ground behind a horse at full gallop to be dragged the length of the arena.

NELSON ROOM

A nautical timepiece was presented to the Mayor of Monterey City, and there was a dedication at the city hall of the Nelson Room — so named because in 1961 the Puma presented the town with a statuette of Lord Nelson.

Stunned would be the only way to describe the way the ship's company felt on sailing

Argonaut 'king'



AB David Simpson surprised the experienced cowboys when he won the hide-riding event at the rodeo.

Frenchie Courcoux, ME Dave Batey and ME Bill Dives, distinguished themselves by chasing penguins all over a lonely island 50 miles from Capetown.

This dawn-to-dusk task had a serious side, however. They were playing their part in "survival" efforts by saving a colony of the birds threatened by oil pollution from a wrecked tanker.

They succeeded in getting more than 100 penguins back to the penguin hospital at Cape Town, where the birds were cleaned and fed until they regained their strength.

While at Mombasa, Sub-Lieut. Thomson and POME Tex Rutter, diving on a wreck of 1697, found an ancient bronze breach-loading cannon.

Top cooks

For the second successive year H.M.S. Albion's Chinese cooks won the Western Fleet cookery competition's bakery section.

Ship's company galley—1, Eagle; 2, Antrim; 3, Keppel; highly commended, Blake.

Wardroom galley—1, Grenville; 2, Eagle; 3, Jaguar; h.c., Blake.

Bakery—1, Albion; 2, London; 3, Antrim; h.c., Dundas.

"Filling a role to perfection" is a claim which nobody would deny after seeing this picture of MEA(G) Sloane as King Neptune, taking part in the traditional Crossing the Line ceremony aboard H.M.S. Argonaut.

Queen Aphrodite is CME(M) Money.

The ship called at St Helena, where the flight provided the ground party for H.M.S. Scylla's Wasp helicopter to land two sick islanders on the sea front after their trip in the Scylla from Ascension.

The Chairman of the ship's Fishing Club (Cdr. Donald Seaman) managed to justify his position on the Beira patrol by landing an 11lb. Cape mackerel, thus giving added encouragement to 30 other fishing enthusiasts who had not achieved much success.

PRESIDENT—A TRIBUTE

A well-attended memorial service was held at Holy Trinity Church, West Bromwich, on Sunday, April 4, for Admiral Sir David Luce, the R.N.A.'s national president, who died in January.

The service, which was conducted by the Rev. S. V. Holbrooke-Jones, was attended by the Mayor and Mayoress of West Bromwich, Ald. and Mrs. R. O. Wimbury, and the British Legion, Burma Star Association, R.A.F. Association, and the T.S. Centaur were represented.

Newton Abbot

With recent social events having included a coffee party attended by about 90, and a buffet dance when about 80 were present, the branch held its annual dinner on April 3 when 120 members and friends attended.

Torbay R.N.A. and R.M.A. branches were represented among the guests, along with serving members from H.M.S. Ark Royal, H.M.S. Daedalus and H.M.S. Tyne.

About 30 of the 100 members and friends at an Easter bonnet dance at the club paraded in their "bonnets" on April 10, and five days later came the season's first outing for the Ladies Section — to Sherbourne Castle.

Gillingham

The Mayor and Mayoress of Gillingham, Cllr. and Mrs. Ronald Jones, were played in by buglers when they attended the branch's annual dinner.

SUBMARINERS 'INVADED' NEPTUNE

Fifty members of the London branch of the Submarine Old Comrades' Association who visited H.M.S. Neptune, the nuclear submarine base at Faslane, Scotland, in March, were so impressed with the advanced technology of modern submarines, and the qualifications of their crews, that one was heard to remark: "You need two A levels to find out how to blow the heads!"

A 900-mile journey by coach to Scotland in one week-end demanded stout hearts among the old comrades, and a good supply of cans of painkiller!

Starting on Friday, March 26, they visited the Birmingham branch on their way to Faslane

where they arrived at 8 a.m. on the Saturday.

They were entertained in the C.P.O.s' Mess and toured the base, visiting H.M. Submarines Osiris and Renown.

Later, the visitors assembled in the C.P.O.s' Mess for a

social evening, and at 10 a.m. the following morning they started their 12-hour trek back to London.

Describing their epic "voyage," Mr. A. G. Farnham, writes: "For all the fun and entertainment, everyone was most impressed with this base of the modern Submarine Command, and especially with the crews who, though more technical than we were, still have the same spirit and take their responsibilities seriously in carrying out an exacting role."

The branch, whose members will long remember their first run to Faslane, is hoping that the trip may become an annual event.

Calling old shipmates

A plea for the help of anybody who was at the Royal Hospital School, Holbrook, Ipswich, during the period 1936 to 1939, has come from CPO G. D. Lilley, of the R.N. and R.M. Careers Office, 117, Mayflower Street, Plymouth, Devon.

An ex-pupil of the school, he is seeking the loan of a photograph of the whole school taken during that period so that he can get it copied.

Mr. J. A. Speer, PO box 1108, Auckland, 1, New Zealand, would be glad to hear from anyone with a story to tell who

served in the cruiser H.M.S. Achilles in her earlier commissions — particularly her first.

Newcomer, G. Hudson, from Bournemouth, who served in H.M.S. Tumult (1955-57), 2nd Training Squadron, Portland Flotilla, is sought by Mr. J. M. Oxbey, 31, New Hill, Conisborough, Doncaster, Yorkshire.

Reunion—H.M.S. Coventry reunion is on Saturday, June 5, on board H.M.S. Chrysanthemum, King's Reach, London. Details from Mr. E. Skelly, 17, Avon Crescent, Stratford-upon-Avon.

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Bristol fashioned

NOW MORE THAN JUST A NAME

Ships visiting the Tyne recently will have become increasingly aware that the new H.M.S. Bristol is something more than just a name.

Those actually going up the Tyne will have seen the ship at Wallsend in what appears to be a structurally complete state, including all three funnels.

It is unfortunate that final departure from the river is still some way off, due to the long and complicated procedures involved in "tuning" and "setting to work" a complicated modern warship.

The present compliment of the Bristol totals 93, comprised mainly of officers and senior ratings of the technical specializations.

Welsh success for Ark cooks

H.M.S. Ark Royal's representatives at the Welsh Hotel and Catering Exhibition at Cardiff won three first prizes, five seconds, and two thirds, plus a couple of challenge cups. They were in 11 classes.

Members of the team were CPO Fraser, L Ck Blight, and Ck Vincett, and there was also a cake entry from CPO Greenwood.

Preparation and cooking of the entries was carried out at H.M.S. Royal Arthur in Wiltshire, necessitating a 68-mile journey every morning into Cardiff.

Looking like a giant floating toy fort, the £2,250,000 research and development vessel Crystal was launched at Devonport Dockyard — the first of her type to be built for naval underwater research, and the first modern craft to be entirely designed at Devonport.

Life is not as frustrating and dull as is so often the case in a ship still building, because the Bristol has so much new equipment covering the whole range from weapons system to sewage plants that there is always something interesting to find out.

She is now, and will continue to be, an exciting ship in which to serve, as well as being a very purposeful and good-looking vessel.

Youth is not predominant in

the present ship's company, but regular soccer and hockey matches are played.

In the recent Rosyth Trophy Spring Meeting, the six-a-side hockey team managed to get the ship's first "pot," defeating teams from Caledonia, Keppel, and Neptune, before overcoming Neptune "B" in the final. Overall, Bristol came third, behind Neptune "A" and Caledonia "A", which was pretty good considering that in terms of

numbers available, the ship was the smallest unit taking part.

HELPING ELDERLY

Apart from sport, the ship is involved in many other activities in the Newcastle area, ranging from Meals on Wheels to help the elderly, to "football for the handicapped."

There is also time to sample the delights of the best beer and the best run ashore in the U.K.

End of a bomb

A 1,000lb. German bomb, located by the nets of a fishing boat, was detonated at sea six miles off Sheerness on April 5 by the Royal Navy Portsmouth and Medway clearance diving team, led by Lieut. Colin Churcher.

LS Peter Powell lifted the bomb by means of an inflatable bag, and a launch towed it to deep water for disposal.

Mountain topped with sand by Albion



Islanders of lonely Ascension were thinking that getting 1,000lb. of sand to the top of a 1,800ft. mountain was going to be quite a feat — when along came H.M.S. Albion and the lift was accomplished in no time at all, with helicopters.

The reason for the sand up there was to further a tree-planting scheme, and as a token of their appreciation the islanders gave the captain of the Albion (Capt. J. G. Jungius), and the captains of the accompanying ships, Capt. S. A. Stuart (H.M.S. Danae), and Cdr. K. A. Low (H.M.S. Achilles), British beer bottles (empty), thought to be of naval origin, and dating from 1830.

GOLF MATCHES

Two matches on the new local golf course were won by the local players, but they were less successful at cricket and soccer, though they much appreciated the chance to play against a different opposition.

The Albion is on a ten-month cruise round the world, and Ascension Island, which is the tip of a defunct volcano rising from the seabed, was one of her early calls.

"Lava is it? Looks like the biggest slag heap in the world to us." NA Dennis Cooke (left), of Grimsby, NAM Austin Davies, of Watley (Warwickshire), RO Timothy Mather, of Norwich, and NAM Kevin Monaghan, of Street (Somerset), on the right, making a tour of Ascension Island during H.M.S. Albion's visit.

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HAMPSHIRE TRIO'S 900-MILE TREK IN 26 DAYS



Three marathon walkers returned to their ship, H.M.S. Hampshire, to find the ship's company lined up on the flight deck and an official reception waiting for them.

Their arrival at Land's End a few days earlier had given them the honour of being the first Navy group to complete the 900 miles from John o' Groat's. It took them 26 days to complete the trek, an extra five days being added to their estimated time due to early minor misfortunes and bad weather.

At the reception, after congratulations from the commanding officer (Cdr. K. E. England), the three walkers were presented with beer tankards from their shipmates.

The three who succeeded in the walk were REM Ray Tay-

man, RME Cornelius Murphy and AB Trevor Wood. Two who were unable to complete the journey were AB Richard Woods and ME Wally Wallace.

ME Bill Thomas drove the team's estate vehicle, logging 8,000 miles in collecting stores, finding accommodation, and providing the communications link. He will also get a tankard when he returns from leave.

All looking very relaxed, but this in fact proved the hardest part of the 900-mile walk. Soon they were in snowstorms and crossing mountains, before they left Scotland and found easier going.

Fearless at Portland

Biggest warship to go through the Portland "system," the 12,000-ton assault vessel H.M.S. Fearless completed a four-week work-up on March 25, returning to Devonport to give leave before starting amphibious exercises.

In addition to the usual naval programme at Portland, the Fearless embarked troops and tanks from 24 Brigade, a hovercraft from Lee-on-Solent, and helicopters of 846 Naval Air Squadron and 666 Army Air Corps Squadron, to give training in her amphibious role.

Endurance in 'Deep South'

H.M.S. Endurance, which has been operating in Antarctica since last October, reaching the furthest south that the ship has yet been — latitude 68.49 — is due at Portsmouth on May 25.

During the season more than 1,750 square miles of uncharted ocean was covered. Shoals, pin-

nacles, and other underwater obstacles were accurately pinpointed.

For a visit to the main Argentine naval base of Puerto Belgrano, 15 miles from the city of Bahia Blanca, the ship's company went into tropical rig — a most unusual change in the middle of the Antarctic season.

It was a bronzed, fit and refreshed crew that sailed south again, with plenty of fresh fruit and vegetables on board.

The Endurance rendezvoused with the Antarctic's "new boy," the Royal Research Ship Bransfield, on March 9, and she left the crisp, crystalline Antarctica on March 29, having completed a large amount of the allotted surveying work.

"Jump in — it isn't cold." Ship's divers from H.M.S. Endurance giving encouragement to a crab-eater seal to take a dip. The seals were lying on an ice-floe to which the ship secured.

NEW ERA IN SUB. TRAINING



A new £2 million Submarine Command Team Trainer, opened at H.M.S. Neptune in March by the Flag Officer Submarines (Vice-Admiral J. C. Y. Roxburgh), marks the beginning of a new era in the training of submarine crews.

The Royal Navy is no longer simply training submariners in the art of attacking, but the whole command team is receiving tactical training in a complete submarine environment.

The new system is built around two computers situated between two full mock-ups of submarine control rooms, one based on a Polaris submarine and the other on a conventional modernised O-Class boat.

From the exercise controller's room the environmental conditions are set for the exercise and the interplay continuously monitored and controlled.

Undersea noises

The two submarine control rooms can attack each other, act in company or be entirely separate. The exercise controller can select targets

from a choice of over 90 ships and submarines, and the visual side of target simulation is produced by a unique television system which provides for viewing up to five targets simultaneously and also gives a full range of visibility and sea conditions.

All sonar sets one would expect to find at sea are provided and can be operated realistically, and the undersea noises heard at sea are generated direct from the computer.

Looking back

Another fascinating feature is the ability to change the exercise time so that the controller can either speed it up during dull periods or look back at past situations and decisions taken.

Recorded data on the exercise can be produced as a film to be displayed in the adjoining 50-seat lecture theatre so that the efficiency and effectiveness of every aspect of a command team may be assessed.

Using such modern techniques, the team trainer has been designed to keep ahead of developments in the rapidly changing submarine world for some years to come.

Jack still goes far

For anyone who might imagine that the Royal Navy does not travel so widely afield these days, a brief glance at the cruise of H.M.S. Charybdis — affectionately known as "Cherry-B" — will convince them that Jack is still seen in the farthest corners of the earth.

The Charybdis — seen below with ship's company members — returned to Portsmouth on April 29 after more than ten months on the Far East Station and travelling 60,000 miles, equivalent to circling the globe nearly three times.

Places visited during the commission included Simons-town, Gan in the Indian Ocean, Singapore, Solomon Islands, New Zealand, Fiji, Australia, Japan, the Philippines, and Hong Kong. There were, of course, others!

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NAVY NEWS
IN BRIEF

Condor yields to Marines

Forth's
farewell

Britain's specialist Mountain and Arctic Warfare Unit, 45 Commando Royal Marines, is now in residence at the former H.M.S. Condor, Arbroath.

The Condor officially paid off on April 1, the occasion being marked by ceremonial Beating Retreat.

The following morning, when 45 Commando took over, Royal Marines paraded in uniforms worn while on duty in different parts of the world. The Royal Marines Band of the Flag Officer Scotland and Northern Ireland was in attendance.

The former minesweeper, H.M.S. Sidlesham, is now moored in Chichester Harbour for use by Sussex Constabulary as a sail training base.

Officers and ratings from H.M.S. Sirius were entertained to a civic reception by the Lord

Although it was not essential to understand "gallium phosphide green electroluminescent displays" — a little technical knowledge did help a lot in appreciating the naval research establishment exhibits at the annual Physics Exhibition at Alexandra Palace, London, from April 19 to 22.

Senior posts in H.M.S. Ark Royal will continue to be held by the Navy and not by the R.A.F., "for the present," according to the Ministry of Defence statement.

A "failure of material" caused flooding in the new nuclear submarine Conqueror at Birkenhead. She is due to be commissioned this year.

The Lynx (WG 13) helicopter, successfully test flown at Westland's Yeovil works, is planned to enter service with the Army in 1973, and with the British and French navies in 1974.

Three of Hong Kong's top models were photographed aboard H.M.S. Aurora for the pilot edition of a new fashion magazine.



The submarine depot ship H.M.S. Fearless, small foreign coins were collected for charity, and have now been disposed of by Christian Aid (British Council of Churches) for £193.85.

During the second commission of H.M.S. Fearless, small foreign coins were collected for charity, and have now been disposed of by Christian Aid (British Council of Churches) for £193.85.

A hundred and fifty headmasters from public, grammar, and comprehensive schools attended a two-day conference at Greenwich on April 1 and 2, to improve understanding with the Services.

Twenty young handicapped children from Dr. Barnardo's Home, Taunton, were carried by members of the crew aboard the survey ship H.M.S. Hecate at Devonport. The visit included a chicken lunch, as well as a chance to see a five-month-old seal rescued by the Hecate from an oil slick off the Scillies.

A new computer was "launched" at the Royal Navy's Hydrographic Department, Taunton, by Vice-Admiral T. G. Griffin, Controller of the Navy, his visit coinciding with Rear-Admiral G. S. Ritchie's last day as Hydrographer, before being succeeded by Rear-Admiral G. P. D. Hall.

SHAMROCK FOR NEW ANTRIM

Members of the ship's company of H.M.S. Antrim, last of the eight County-class guided missile destroyers to be accepted into service by the Royal Navy, wore shamrock flown from Ireland when the ship commissioned at Portsmouth at the end of March.

There were other touches, too, to add to the Irish flavour of the occasion, including the attendance of pipers from the N. Irish Militia.

Among those present were the Earl of Antrim and representatives of Antrim County Council and the ship's affiliated regiment, the Royal Irish Rangers.

Mrs. Roy Mason — wife of the former Labour Defence Minister (Equipment) — who named the ship when it was launched at Govan in 1967 — presented a silver salver to the commanding officer, Capt. H.

W. E. Hollins. Other gifts included silver from the chairman of Antrim County Council (Senator M. Cameron).

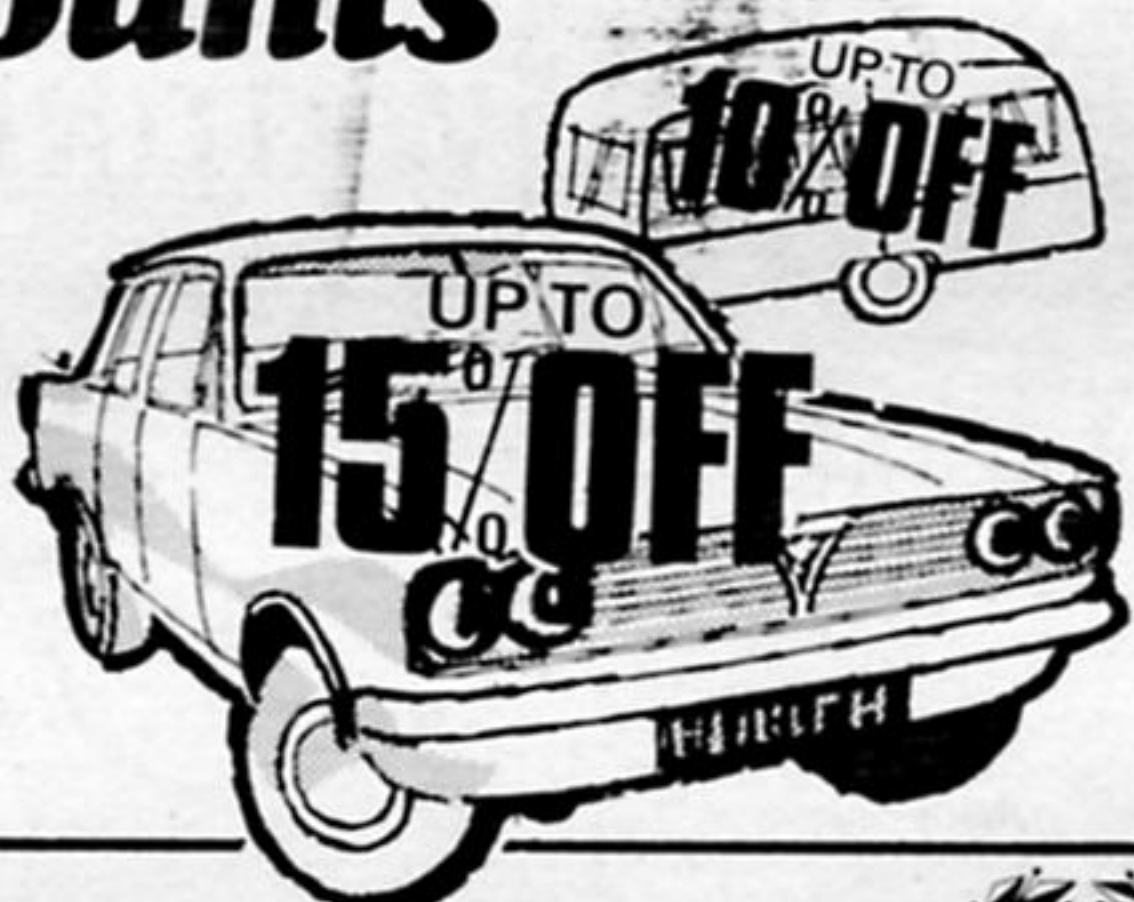
The commissioning cake was cut by Mrs. Hollins, assisted by JMEM S. C. Wing.

The Antrim, armed with Seacat and Seaslug missiles, is the third sea-going warship to bear the name.

In the picture, MEM Ian Cole is shown the best way to fix shamrock on a naval cap by Corp. Piper Norman Beatlie.

Photo: PO Dave Morris

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Look-see for mum and dad

"Son, this jelly is just like the ones I serve!" Mrs. Margaret Young, of Thurrock, near Rotherham, tastes an example of Junior Assistant Cook Christopher Young's very own work, watched by ex-Royal Marine Mr. William Young, Garry (11), Mandy (8) and Deborah (6).

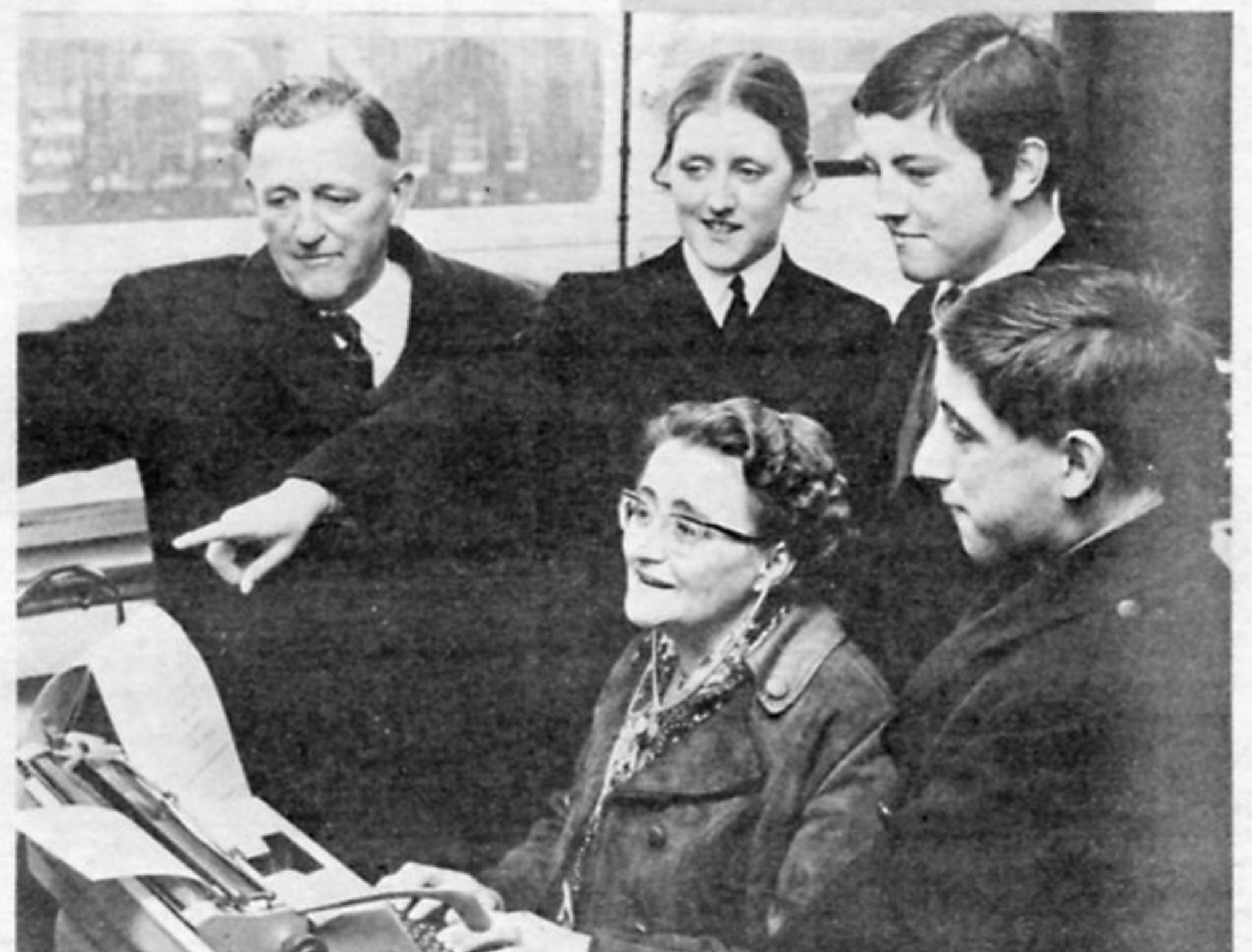
Three hundred mums and three hundred dads had a chance to check for themselves just how well their sons and daughters are living and eating in today's Royal Navy. Families travelled from all over the country to H.M.S. Pembroke, Chatham, to attend the "open day" of the Navy's Supply School. General consensus of opinion among the parents: "It wasn't like this in our day!"

Ex-Wren decoder Mrs. Violet Tolchard, of Long Melford, Suffolk, took an expert interest in her daughter's training. Watching her, from left: Ex-Petty Officer (AA gunner), Mr. Leslie Tolchard, Wren Writer (G) Ann Tolchard, Christopher (16) and Jonathan (14).



SIS. LIKES THE JELLY

Nineteen-year-old Christine Pluck, of Woodford Green, Essex, obviously approves of the fruit jelly made by her brother, Junior Assistant Cook Stephen Pluck (17).



'Stand easy'

Posing for a picture (below) on the beach during exercises by the Royal Navy Falkland Islands hovercraft: In front, left to right, are C/Sgt Irving, R.M.; Capt. H. Leicester, R.M. (O.C.R.M. — Naval Party 8901) and Lieut.-Cdr. M. J. Veal, commanding officer of the Hovercraft unit. Back row: RE1Mn(AE) Wills (radar/radio mech), LA Sinclair (crewman) and PO RP1 Pearce (navigator).

FALKLANDS HOVERCRAFT IN MERCY MISSION

Rescue of a seriously ill lighthouse-keeper was carried out by Naval Party 8902, which operates a Royal Navy hovercraft from the Falkland Islands. After medical treatment, including a blood transfusion, the man began to recover, but he died later in hospital after being flown to Argentina by the Argentine Navy.

The request for aid in moving the man from the lighthouse had been made to avoid using a vehicle over a bumpy track. With winds averaging 40 knots and gusting to 50 at times, the hovercraft travelled quickly to the scene. As crew, the commanding officer, Lieut.-Cdr. M.

J. Veal, had PO R. C. Pearce and LA E. A. Sinclair, and the craft put down on a small, sandy beach 1,000 yards from the lighthouse, from where the crew helped carry the 16-stone sick man. The craft headed for the harbour at Stanley, main town of the Falklands, and eventually put into the Head of the Bay, where ambulance and doctor were waiting.

BLOOD DONORS

Members of the Royal Marines and hovercraft unit stood by to give blood, and pints were given by the two who were of the right group, LA Sinclair and Marine Michael Balmer. H.M.S. Endurance was told of the situation and the doctor tested half the ship's company and found five of the right group to guarantee a blood supply if required.

The hovercraft had undertaken its mercy mission only half an hour after arriving back from a six-hour sortie with the Governor.

FOR FOUR YEARS

Naval Party 8902 has been stationed in the Falklands for four years and the present party has been there since August, 1970. The hovercraft, a SRN6 Winchester modified for naval purposes, carries long-range fuel tanks and extra radio equipment to enable her to work at remote positions in the islands. The posting is an unaccom-

panied one for a period of a year, and contact with the U.K. is maintained through the ship which plies between Montevideo and Stanley. A motor vessel calls every two months direct from the U.K., and most of the stores and sea mail arrive in this vessel.

The unit has a complement of 12 — two officers, five senior rates and five junior rates. Crews consist of pilot, navigator and crewman, and when operating remotely from base an extra crewman is carried to help in maintenance of the craft.

Hong Kong ship 'crowd'

The week-end of March 6 was one to remember at Hong Kong, for rarely in recent times has the Victoria Basin of H.M.S. Tamar had such an array of ships.

There were the Triumph, Puma, Salisbury, Dido and Naiad, the minehunters Kirkliston, Maxton, Sheraton, and Bossington, Submarine Oberon, H.M.A.S. Yarra, R.M.A. Typhoon, and R.F.A. Goldranger, with R.F.A.s Tarbatness and Owen out at anchor.



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CADETS IN COSTUME



"Fun event" at B.R.N.C., Dartmouth, when a treasure hunt was organized as an alternative to Divisions, producing a colourful collection of unusual rig.

Parents and wives of officers who turned up at Britannia Royal Naval College to see formal ceremonial, found instead the cadets arrayed in costumes ranging from Red Indians and bowler hats to pirates.

The "fun" event, held instead of Divisions, was a treasure hunt, and as the weather was warm, with distances to be covered on foot, a light but bright rig was the order of the day.

Another "mass hysteria" event some days earlier was "Away All Boats," an event starting and finishing at the college, but having all the action on the river.

After numerous breathless seamanship evolutions, the contest ended with a race back up the hill to the parade ground. Employing some cunning, Cunningham Division gained the day, and were presented with the Law Manrope Trophy.

And talking of boats... the last of the pulling cutters has been taken away from the college. No longer will their powerful lines grace the Dart, nor figure in the Dartmouth Regatta.

It marks the passing of an era.

Visitors to the college can get expert tuition in the art of "swinging the lead," for there still exists the small platform which was used to teach cadets how to take a depth sounding by "heaving the lead."

The expression "swinging the lead" originated with the inexperienced sailor who made a great show of swinging the lead and round for a good cast, but did not make a good job of measuring the depth of water under the ship.

'Carry on' up the Dart

Island's liberators return

Four members of the 1945 crew were aboard the present H.M.S. Beagle when the ship visited Jersey to commemorate the anniversary of the Liberation of the Island by the destroyer of the same name (H 31).

One of the guests was Surg. Capt. MacDonald, who at the time of the liberation was a young lieutenant.

The senior rates' mess was presented with an engraved tankard as a memento of the week-end, an outstanding event of which was a lunch for the entire ship's company, given at St Helier by the Island

Defence Committee.

The Beagle and Bulldog will be going to Gambia (based at Bathurst), Freetown (Sierra Leone), and South Africa, followed by the main task — a five-month survey in the Seychelles.

'OLYMPICS' IN MALTA VISIT

During H.M.S. Norfolk's trip to the Mediterranean, a week was spent in Malta, giving many of the ship's company their first opportunity to visit the island.

The Norfolk's sports teams took part in an Olympiad with other Royal Navy ships in port, coming third overall. They did particularly well at football and cricket.

RESCUE AWARD

Opportunity was also taken for the Flag Officer Flotillas, Western Fleet, Rear-Admiral J. E. Pope, to present a Royal Humane Society award to AB Keith Taylor for his part in rescuing a drowning man at Great Yarmouth.

H.M.S. Norfolk took part in various exercises and trials, during which the ship's divers went down to recover a canopy from one of the boats, descending to 110 feet — only 10 feet short of their allowable limit.

The destroyer returned to Portsmouth on March 29. Capt. J. W. D. Cook has taken over as commanding officer from Capt. B. H. G. M. Baynam.

Fox stands by Panther

H.M.S. Fox, surveying the southern North Sea, was diverted to stand by when the Liberian tanker Panther ran aground on the Goodwin Sands, arousing pollution fears.

Five tugs failed to refloat the Panther, and a Navy surveying motor-boat obtained depths around her before a smaller tanker could go alongside to take off some of her oil.

The Fox also acted as a communications link, and looked for signs of oil leaking.

After two days, H.M.S. Fox was relieved and returned to her work of surveying the deep draught tanker routes between Sandettie and the Outer Gabbard banks.

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SPORT SPOT—PAGE 1

The Royal Navy has provided England with two more international sportsmen — at swimming and karate.



Alan Cronin puts all his determination as a karate champion into his training.

Navy swimmer John Blake (right), in his first international match, was 1.6sec. outside the Olympics qualifying time with 56.6sec. in the 100 metres free-style relay for Britain against East Germany at Croydon on April 23.

Below: From a safe distance, the camera records a menacing moment as Lieut. A. G. McEwen takes a tumble in H.M.S. Sheraton's polo match.



Polo—or how not to hit the deck!

In the Far East, a challenge was met by a brave reply when B Squadron 14th/20th King's Hussars challenged the H.M.S. Sheraton wardroom to a polo match.

The Sheraton team, a careful selection of four from the wardroom of five, turned out in 'Pusser's blue' diving undersuits and RAS hats.

Even getting the ponies moving proved a herculean task, staying on became a feat of physical endurance, and wielding a mallet—as well as a job for a juggler.

The score was evened by the award of an 'Inter Services Polo Cup,' created for the occasion and filled with champagne.

The ship's rugby team has played six matches scoring 64 points and conceding 50—and among the teams they have beaten are—the 14th/20th Hussars.

Of the 40 men on board it is reckoned that 21 have played for the ship's team. Only nine had played before this season.

Fighting for England

Electrical Mech(2) Alan Cronin won both his bouts when he appeared as No. 1 for England against Scotland on March 24, and against France and Scotland on April 3.

Then Alan re-joined his squadron at Yeovilton to await the European Championships in London for which he had again been selected as England's No. 1.

Alan, from Southampton, joined the Navy at 15 to qualify as a junior electrical mechanic, and also found time for athletics and the trampoline.

Only a year after taking up athletics seriously he was in the Navy's junior team as a 110 metres sprinter.

FAR EAST "KILL"

He was introduced to karate in the Far East, joining a Tae-Kwan-Do karate club (a vicious brand of military killer karate) while at Singapore.

Back in the U.K. he was soon representing Southampton Karate Club and a London team. He won the South of England junior title and was chosen to represent the South against the

West. In this match he defeated his first black belt opponent.

Alan gained a draw in his first full international for Great Britain. Then he was chosen as first substitute for the world championships.

NAVY HELPS

On being drafted to H.M.S. Eagle, Alan had visions of his participation in the sport being curtailed, but the Navy's co-operation enabled him to be flown off the ship last year for the British Championships at Birmingham.

Ten hours and 12 fights later he had won the British junior title.

The Navy again helped this year in flying him home from Malta and Aden—and was rewarded by his latest appearances for his country.



SWIM FOR BRITAIN

This won him a place in the individual event the following day.

John was selected after returning the fourth fastest time in the A.S.A. trials on April 10.

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AIRBORNE SKI TITLE

Sub-Lieut. Du Pon helped Naval Air Command to the Inter-Command Ski Championship title at Glenshee in March by winning the giant slalom and the slalom events.

The first four competitors came home in the same order in both events—with Lieut. Johnson (Scotland) second, Cdr. Morris (Plymouth) third, and Capt. Cavan (Royal Marines) fourth.

Team placings behind Air Command were: 2 Royal Marines, 3 Scotland, 4 Plymouth, 5 Portsmouth, 6 R.N.R.

There were 50 competitors in the giant and 40 in the slalom.

MAY

- 3-8 — Fencing: Royal Navy Men's and Women's Championships, RNB Portsmouth.
- 5 — Athletics: Royal Navy v Univ. of London, Kent and Sussex, Mottspur Park.
- 7 — Boxing: ABA Senior Championships Finals, Wembley.
- 8 — Fencing: Royal Navy v Leicester Magna, Portsmouth Athletics: Royal Navy Long Distance Road Race, Chichester to Portsmouth, Golf: RINGS v Inner Temple GS, Hankley Common, Cycling: Royal Navy and Inter-Service 25 mile TT, RAF Leconfield.
- 10-12 — Golf: Inter-Command Match Play Championships, Treviso.
- 12 — Golf: RINGS v Royal Engineers GC, N. Hants, Athletics: Royal Navy v Cardiff and St Lukes Colleges, Portsmouth.
- 14 — Athletics: Royal Navy and Royal Marine Trampoline Comp, Portsmouth.

Fixtures

- 14-18 — Fencing: Royal Tournament Competition (Men and Women), Earls Court.
- 15 — Swimming: Royal Navy v Oxfordshire, Portsmouth, Fencing: Royal Navy v Welsh AFU, Portsmouth, Boxing: ABA Junior Championships, Golf: RINGS v Huntercombe GC, Huntercombe, Cycling: Lee Circuit RR, HMS Daedalus.
- 15-16 — Sailing: SW Area Open Championships, Plymouth.
- 17-18 — Judo: Royal Marines Corps Championships, Depot RM.
- 13-19 — Shooting: Portsmouth Area SA Meeting, Tipner.
- 17-21 — Shooting: Plymouth Area SA Meeting, Trevol.
- 19-21 — Sailing: Royal Marines Regatta, Portsmouth.

ANOTHER 'ATOMIC' YACHT

A bursting champagne bottle, aimed on March 26 by Mrs. Audrey Stacey, wife of the club president, named Proton of Portsea, H.M.S. Collingwood Cruising Club's new Hurley 22 yacht.

The name continues the atomic theme started by Electron of Portsea (which took part in the Round Britain race last year).

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SPORT
SPOT 2Five in trip
to Gib.

Five Royal Navy men are among the 16 soccer players selected for a Combined Services F.A. tour to Gibraltar this month.

Four of them are in the Combined Services team which kicks off the tour in the U.K. with a match against Wycombe Wanderers on May 11.

The five are Navy goalkeeper ME "Paddy" Hopley (H.M.S. Ark Royal), Mne Ray "Johnno" Johnson (DPRORM, Eastney), OEM George Welsh (H.M.S. Fife), Cpl. Tony Taylor (R.M. Depot, Deal), and reserve, Lieut. Trevor Huxtable (H.M.S. Collingwood).

INTERNATIONAL VISIT

The squad assembles at the RAMC Training Centre, Aldershot, on Monday, May 10, and the team plays Wycombe Wanderers at High Wycombe the following evening.

On Wednesday, May 12, after a visit to the England v. Malta international at Wembley, they go to R.A.F. Benson for their flight, early the next day, to Gibraltar.

On Saturday, May 15, the Combined Services (U.K.) play Gibraltar and the following day they have a match against Combined Services (Gibraltar). The Army is providing team manager, coach and attendant, and one of the officials travelling with the party is Lieut.-Cdr. John F. Ennis, secretary of the R.N.F.A.

The tourists return to this country on May 18.

TOP TIPS FOR
CAVALIERS

Visiting Brentford in March, soccer players from H.M.S. Cavalier did some training for the Western Fleet knock-out competition at Griffin Park, home of Brentford Football Club.

The Cavalier players, whose achievements in the competition included beating H.M.S. London's team, had coaching advice from Brentford's Frank Blunstone (left).

The general manager of Brentford Football Club, Mr. Dennis Piggett, was a wartime naval officer.

Neptune and
a top Scot

Below: Scotland's national team manager Bobby Brown met the H.M.S. Neptune team before the final of the Granton Cup in which they beat Lossiemouth 2-1 after extra time.

NEW CONTEST TO FIND TOP
SERVICES UNITArk teams collect
league honours

H.M.S. Ark Royal's first and second teams virtually swept the board in the United Services (Plymouth) Football League, only the Junior Challenge Cup escaping their grasp.

The first XI won the premier division, losing only one game, scoring 38 goals and conceding six.

In a hard Senior Cup struggle they recovered from 2-0 down against H.M.S. Drake to win 3-2 in extra time.

In topping the league's first division, the second team dropped only one point and conceded five goals.

A new tournament to decide the champion soccer unit of the British Forces starts this month — and H.M.S. Daedalus are the Royal Navy's first representatives.

It marks the golden jubilee of Naafi, who have presented a silver cup, and is also being sponsored by brewers Watney Mann who are giving £1,000 for the funds of the three Service Football associations to cover expenses, and to the qualifying units.

The championship will be decided on a league points system in three matches between the champion unit of each Service.

Daedalus set the ball rolling with their match at Lee-on-Solent on May 24 against the Army champions, SEME Bordon (k.o. 14.30, admission free).

Two days later, the Daedalus team will be at Halton, Buckinghamshire, to play the R.A.F. champions, R.A.F. Marham, Norfolk.

The Army-R.A.F. match at Bordon on May 28 will be followed by the presentation of the Naafi Jubilee Cup.

Eagle Rock run raises
£425 for
charity

So keen are the cross country runners in H.M.S. Eagle that when they found there was no race to take part in during the ship's visit to Gibraltar on April 1 and 2 they asked for sponsors for a race to raise money for charity.

They ran for three hours round the Rock, and nearly 300 of the ship's company offered individuals up to 2½p per mile.

The team members ran an average of 20 miles each, raising £425.

Capt. I. G. W. Robertson, the Eagle's commanding officer, presented the first cheque for £105 to Admiral of the Fleet Sir Varyl Begg, Governor of Gibraltar, for the Gibraltar charity which the Governor felt most deserved support.

Other cheques went to spastics, the Cheshire Home for Children, the Royal National Lifeboat Institution, and cancer research.



The Inter-Service soccer tournament was something of a cliff-hanger this year, especially after the Royal Navy's 6-3 goal spree against the R.A.F., writes Benton.

Actually, we are always assured of a close competition, and although the Army are generally expected to be Service champions, the title has been taken from them three times over the past 10 years — twice by the Navy and once by the R.A.F.

Season's climax
a 'cliff
hanger'

This year it all hung on the final game between the Army (who had beaten the Navy 2-0) and last year's champions, the R.A.F. The Army repeated the tactics they had employed against the Navy — getting two goals and then defending well enough to win 2-0, writes Benton.

So, after a year's break, the Constantinople Cup returned to the Army.

THE PROBLEMS

But, as ever, this could have been the Navy's year. It is, of course, virtually impossible to keep a good team together when appointments to sea, abroad and on courses play havoc with the selectors' views and the coaches' team building.

But this must be so, for sailors

are sailors first and footballers well down the scale.

Nevertheless, a vast amount of player viewing and coaching goes on, and the Navy must be congratulated in forming, under these difficulties, such a good footballing team.

FOUR SURVIVORS

Only four Navy players survived from the 1970 team, and even then the team selected for early games against the universities changed completely at the New Year.

Navy coaches, Johnnie Ellis, Dennis Probee and Jackie Freeman do a tidy and considerable task. There is no standing still for them.

Both the Army and R.A.F. teams had seven or eight survivors from the previous season, and their teams showed little change from the season's beginning to the Inter-Service championships.

A cheery group of Eagle men stepping out on their run-around-the-Rock.

Two doses
of hockey
hard luck

The Army and the R.A.F. shared the Inter-Service hockey title, but competition in the three-day championships at Aldershot was so close that the Royal Navy were defeated only by the odd goal in each of their matches.

After the Army and R.A.F. had drawn the opening match, the Navy were beaten 3-2 by the Army on March 31.

The Navy started strongly and Simon Cook penetrated deep into the Army defences several times before the soldiers got into the game and scored first.

Two goals down after a penalty stroke near half-time, the Navy hit back to score through Trenham. But, although the Navy pressed hard, it was the Army who scored again before Batho got the Navy's second from a penalty corner at the end.

The following day, the Navy were a goal up for some time against the R.A.F., holders and favourites for the title, but they finally went down 2-1. James scored for the Navy.

TENNIS
TRIALS

Trials for the Royal Navy lawn tennis team are being held at the Royal Naval College, Greenwich, on the week-end of May 22 and 23.

Officers and ratings who would like to be considered for the team are invited to write to the Secretary, R.N. Lawn Tennis Association, R.N. College Greenwich, London, SE.10 by Friday, May 14, and, if possible, attend the trials for which entry forms are available from command lawn tennis secretaries or the secretary of the R.N.L.T.A.

SQUASH IS
'No. 3 IN
THE POPS'

According to a recent survey, squash is the third most popular game in the Royal Navy, reports Lieut. Robin Bawtree, captain of Navy squash.

"This did not surprise me," he says; "as it is the most rapidly expanding game in the country with the present number of players standing at 1½ million."

"However, more people in the Navy (particularly, I am glad to say, ratings) are playing squash, and I know in some shore establishments courts are fully booked up a week ahead."

In their last match of the season the Royal Navy scored a 4-1 win over a Swedish touring team, the Vikings, at Woking on April 1, thus avenging a defeat sustained by H.M.S. Ark Royal's team in Stockholm last September.

Bawtree beat G. Rosenquist 3-0, Lieut.-Cdr. J. M. Benson beat R. Jonason 3-1, Lieut. W. M. Caswell beat H. Almkvist 3-2, Lieut. S. W. R. Lunt lost to C. Skalleberg 2-3, and LCEM P. Jenkins beat J. Wennerstrom 3-0.

At a dinner afterwards the Navy repaid some of the hospitality received in Stockholm last year, and each player received a Vikings '71 squash vest.

It is hoped that this link, which has been established for 10 years when H.M. ships visit Stockholm, will flourish on a firmer basis in future.

Nine of the 22 Navy matches played this season were won, 13 lost, and 24 players appeared in representative matches.

Royal Navy squash players were well to the fore when Northumberland played Cornwall in the Inter-County Plate final at Birmingham on April 4.

Lieut. Burton Toft (H.M.S. Bristol), the Navy No. 2, won his game for Northumberland to help his county to its 5-0 victory.

Cornwall had two naval players in Inst.-Lieut. Collin O'Keefe (H.M.S. Flisgard), the Navy No. 5, and Surg.-Lieut. Andy Rugg-Gunn, a former Navy champion.

SPORT 3

Bid to keep title fails

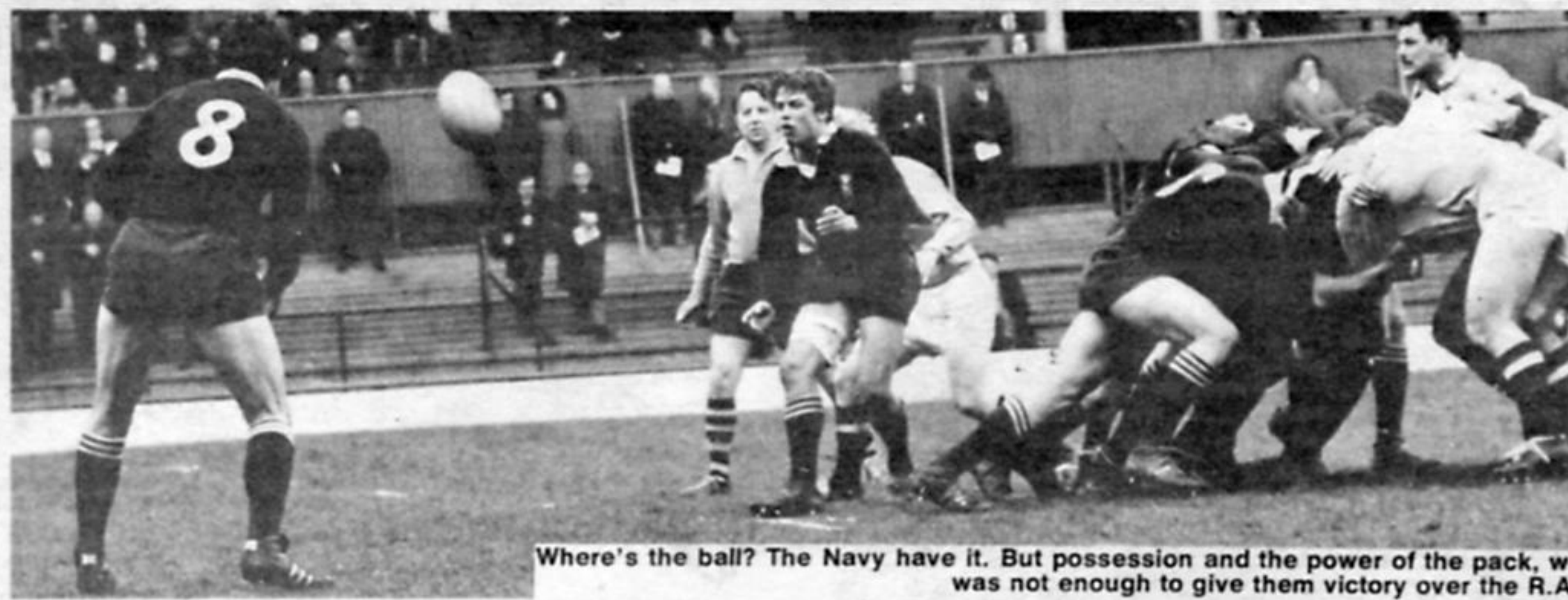
Having beaten the Army 11-9 in March, the Navy rugby XV had every hope of winning the Inter-Service title for two successive years for the first time since 1922.

But, although they played strongly, particularly in the pack, the Navy lost 6-17 to the R.A.F. at Twickenham on April 3.

Eleven points behind at half-time, the Navy surged back early in the second half with a fine try by Phil-

lips and a penalty by Geoff. Fabian, but the R.A.F. stayed cool and another try and a penalty clinched it for them.

Despite this defeat, the Navy's season will be remembered for a splendid run of victories secured by attractive and positive play.



Where's the ball? The Navy have it. But possession and the power of the pack, well illustrated in Jan Cottle's picture, was not enough to give them victory over the R.A.F.

Time to spot talent

With several Navy cricket team places to be filled, particularly in fast bowling, the Inter-Command tournament at Plymouth on June 3 and 4 will be watched carefully by the captain and selector, Lieut.-Cdr. Roger Moylan-Jones, writes **Smiter**.

The holders, Royal Marines, are depleted by the absence abroad of Navy opening bowler Cpl. Peter Davey, and Major Henry Beverly, last year's skipper. Although he has Capt. Richard Persse and Lieut. Gerry Wells-Cole, Capt. Derek Oakley, this year's skipper, may find the batting rather brittle and bowling lacking variety.

Portsmouth, last year's runners-up, look strongest on paper with experienced Navy all-rounders Moylan-Jones, Inst.-Cdr.

Gerry Tordoff, Inst.-Lieut. John Lucas and Lieut. Simon Newson. But there will be places for those who make the grade with U.S. Portsmouth or Chatham during May.

It is hoped that Plymouth, always the "dark horses" because much depends on the availability of players from Manadon and Dartmouth, will give a chance to younger cricketers whom the selector has not seen.

All-rounder, ME "Knocker" Whyte, should be available — as should Lieut. Tony Ellis, last year's skipper, who goes abroad soon after the tournament, but early U.S. Devonport matches may prove the best testing ground for potential cricketers.

Air Command always have assurance and teamwork which stems from playing trials and a cricket week immediately before the Inter-Command competition. Fast bowler Brian Booth has left the Service, but they should have Lieut. Henry Farmer, last year's Navy opening bat, who is serving with the R.A.F.

Air's cricketering talent is so widely dispersed that it is not readily available to U.S. in Portsmouth and Devonport and is not always in the selector's eye.

MORE UMPIRES

Umpires appointed by the R.N. Cricket Umpires Association will cover the festival. After a coaching course at Pitt Street, two more members passed their A.C.U. examinations, thus qualifying for more important matches.

This year, for the first time, the association is appointing umpires to nearly all representative games, and one may be appointed to a Combined Services match.

The secretary is Inst. Lieut.-Cdr. J. Wilkinson, H.M.S. Dolphin.

TITLE HUNT ENDS FOR NAVY PAIR

AB Peter Voce and Cpl. Richard Hall, the two Navy boxers who remained in the A.B.A. title hunt at the quarter-final stages, were both eliminated in the Combined Services match against Wales — but not before both had fought desperately hard for a place in the semi-finals, writes **Puncher**.

Only four of the Combined Services team survived against the determined Welsh boxers.

A most intriguing bout set Voce, the Navy's light-welterweight champion, against a former team-mate, Steve Cleaver.

Peter had moments of brilliance against Cleaver, the ex-Navy welterweight champion now with Llandaff club, but these were few and far between and the cagey Cleaver never missed an opportunity to score.

Fitness paid off. It is difficult for a Navy boxer of Voce's class to succeed at this level unless he has a shore base draft enabling him to get properly fit.

BATTLE ROYAL

Nobby Hall knew he had a big task on. To box Dave Davies, Commonwealth Games silver medalist, was a tall order; to beat him must have seemed almost impossible.

Davies, who beat Voce in the quarter-finals last year before winning the A.B.A. light-welter title, looked strong, and never stopped attacking.

The experienced Nobby had raised his work rate in training, but couldn't keep up with the mobile Welsh champion.

He survived a couple of head clashes in the second, though compelled to take a count on one knee, and made a desperate bid for victory in the third.

He landed three hard rights which shook his opponent, and earned the applause of the large crowd after the referee called a halt with 20 seconds to go.

CLOSE CONTESTS

Summing up the Navy's boxing season, coach, Col. Sgt. Derek Evans, said that although it was disappointing not to get boxers to the A.B.A. semi-finals, it was a season with some useful individual successes.

"The matches we have lost have been close, and results have not always been a fair reflection on performance," he says.

With **Mechl. Joe Clare (Daedalus)** winning the event, the Royal Navy beat the University of London 35-45 in a cross-country race.

OUCH, HE GOT ME!



They say the camera can't lie, but photographer Jan Cottle proves it can — otherwise this would have been more than just a ticklish moment for Mne MacDougall (ATURM) in the Royal Marines fencing championships at Eastney! Putting all his effort into what looks like a particularly penetrating thrust, is Cpl. Jan Lacky (CTCRM). But, as we said, the camera can lie!

Records tumble to Navy swim stars

The value of an R.N.A.S.A. swimming proficiency course at Portsmouth in March was proved in time trials when four swimmers beat five Navy records.

And some of the new times were promptly bettered at the end of the course when the Navy beat Northsea S.C. by 111 points to 91.

In the time trials, John Blake swam the 100 yards freestyle in 50.7sec., Chris Boothby did 60sec. in the 100 yards breast stroke, and Dave Wilson (Heron) returned 58.5sec. in the 100 yards butterfly.

In the 200 yards breast stroke,

Boothby's 2min. 30sec. beat his own Navy record and the Inter-Service time, and Junior Bugler Mike Pompay passed the 100 yards mark in 63.2sec. which beat the R.N. and the Inter-Service junior records.

In 83.2sec. Wren Rosalind Kelly (Victory) beat the Navy record for the 100 yards breast stroke, Wrens.

In the Northsea match, Boothby scored 2min. 28sec. for the 200 yard breast stroke; Wilson and Jim Pearson shared

4min. 47sec. in the 440 yards freestyle, and Kelly swam the women's 100 yards breast stroke in 82.7.

The Navy water polo team met top class international opposition in a triangular match at H.M.S. Ganges on April 24 with Offenbacher (Frankfurt) and Hertfordshire.

The Germans beat the Navy 11-1 and Herts. 10-4 and the Navy drew with Herts 6-6. Then a combined Navy/Herts team defeated Offenbacher 10-6.

CUP FINALS COMING UP

Below: PO Wren Pat Rich holds aloft the cup for which H.M. Ships Ark Royal and Norfolk will battle on May 5.



SPORTS SHORTS

Temeraire date

June 11 is the date for a commissioning ceremony which will mark the return of the famous name H.M.S. Temeraire to the Navy List.

As Navy News reported last month, Temeraire is to be the ship name for the R.N. School of P.T. Commodore E. W. Ellis, Commodore Royal Naval Barracks, Portsmouth, will be present at the ceremony.

★

Portsmouth Athletic Club has agreed that the Royal Navy long distance road race will again be held concurrently with their Chichester-Portsmouth race on May 8.

★

Cdr. G. Anderson, executive officer at H.M.S. Sultan, opened Sultan's new rugby club house on April 1. The ceremony was preceded by a 14-11 victory for H.M.S. Sultan over Gosport and Fareham.

★

H.M.S. Collingwood retained the United Services Challenge Cup with a 2-0 win over the R.A.F. Thorney Island.

The idea which started the new Western Fleet soccer knock-out competition for ship's teams originated from Capt. Brian Baynham, former commanding officer of H.M.S. Norfolk. Now the Norfolk will face the might of H.M.S. Ark Royal in the Section 1 (big ships) final during the tournament's first finals day at Hillysea Camp ground, Portsmouth, on May 5.

On a nearby pitch, the section 2 final (small ships) will be between H.M.S. Dundas and H.M.S. Malcolm.

An entry of 44 ships (28 big and 16 small) has ensured the success of the first experimental season of the competition devised by Lieut.-Cdr. Peter Broadbent, until recently Fleet recreation officer, for ships scattered about the world to play each other on an opportunity basis.

Admiral Sir William O'Brien, Commander-in-Chief Western Fleet, will present the King George V Cup to the section 1 winners, and there is another cup for the small ships.

Sport Spot starts on page 37.

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Doing their exercises

H.M. Ships London, Euryalus, Grenville, and two RFAs are among 60 warships and 300 aircraft in exercise Dawn Patrol in the Mediterranean until May 17.

Forces of five nations taking part in a SEATO exercise between March 29 and April 8 included a British Task Group commanded by Capt. W. D. M. Staveley in H.M.S. Intrepid and two RFAs with 40 Commando Group R.M. and 847 Naval Air Squadron.

NATO's exercise Evil Edge for fast patrol boats in Northern Europe Command began on April 21 with British, Danish, German and Norwegian forces and the Standing Naval Force Atlantic.

SAFETY TROPHY

The Bambara Flight Safety Trophy, awarded to the Fleet Requirement Unit, Airwork Services, Ltd., was presented by Vice-Admiral M. F. Fell, Flag Officer Naval Air Command, at Hurn Airport on March 5. It was previously won by Airwork Hurn in 1969.

H.M.S. Repulse, arriving at Plymouth on May 5 for a five-day stay, will be the first British Polaris submarine to visit the port.



Above: It was a windy day in Malta for B.B.C. dancing girls Pan's People when they visited H.M.S. Hermione during her three-month trip to the Mediterranean. And morale boosting support like this inspired the ship to win the Medtrain Olympiad sports competition, not once, but twice!

Left: More at home than others of the Pans People dancers aboard H.M.S. London was Dee-Dee Wilde, whose father is a retired naval officer.

Dancing girls in flagship

The shapely young dancers, Pans People, star attraction of B.B.C. TV's "Top of the Pops," filmed a dance routine in an unusual setting — the quarterdeck of H.M.S. London, flagship of the Flag Officer Flotillas, Western Fleet.

In the Mediterranean sunshine at Malta, hundreds of sailors watched as the lithe maidens weaved their way round the ship's flight deck, gun turrets, and Seacat launchers, to the rhythm of blaring pop music.

The glamorous results were seen by millions of television viewers on April 1.

The girls had formed a friendship with the guided-missile destroyer last year when the ship visited London. The invitation to film came through the persuasion of the ship's Press liaison officer, Lieut.-Cdr. Dai Somerville-Jones, who runs his own TV programme on board.

With their camera team, the dancers were flown to Malta, their stay coinciding with a spectacular Western Fleet variety show in the Manoel Theatre (at the old H.M.S. Phoenixia on Manoel Island).

The bill comprised acts from all H.M. ships at Malta at the time — Eagle, London, Norfolk, Hermione, Scarborough and Eastbourne, and the R.F.A. Resource.

The gorgeous Pans People agreed to appear in the show. Entitled Panomania 1971, the revue drew packed audiences and was voted one of the best entertainments of its kind ever seen in the Navy.

"CHIEF" SELECTIONS IN OCTOBER

(Continued from page 1)

Petty officers already serving beyond 22 years will be considered by selection boards, but otherwise the 22-year point will mark the end of promotion opportunities.

Every petty officer will be considered by the first selection board to be held after he completes 18 years man's time.

The first selection boards for CPO will be in October this year, and every October after that.

In the first year, considerable weight will be given to the existing roster position, but a gradual reduction of emphasis will continue until, by the fifth year, the roster as at March 1, 1971, will no longer be regarded as relevant.

Petty officers will not be given details of points awarded to them on the basis of their reports, but they will be told into which of five categories they have been placed, and will be informed of their general progress.

They will also be informed of any adverse comments on matters which are within their power to remedy, and of the effect of

these shortcomings on their markings.

After selection boards have issued their lists, which will be in the expected sequence of promotion, promotion orders will be issued as vacancies arise — and ahead of those in the same branch chosen by a subsequent board.

The regulations include references to medical fitness, misbehaviour subsequent to selection, "short or dry" rosters, and the disposal of reports.

In particular, the Management have removed the irritation of reports being passed from ship to ship, and the practice will end when a rating has served long enough and shown himself to be worthy to become a petty officer.

TECHNICIANS

For the technician branches, there will be little immediate change in the choosing of chiefs.

Most rosters are short, selection boards will only be formed when the state of a roster makes it necessary, particularly as a

rating's qualities of leadership, and ability to organize and accept responsibility, are taken into account before the examination which he has to pass.

However, basic points will be abolished, and merit points awarded according to annual reports, thus giving rather more accent on ability than seniority.

An important improvement has been made in the arrangements for awarding merit points on joining the roster, the new plan being much fairer than the one it supersedes.

The change-over from the existing advancement scheme to the new one will not have a significant effect on anybody.

More changes are to come. With the introduction of the Fleet Chiefs, and now the new procedure for choosing chief petty officers, the way is clear for changes affecting other rates.

These will be announced later this year, thus completing changes throughout the advancement structure.

Tartar

... and families and friends were there to greet her — the scene at Devonport dockyard as H.M.S. Tartar berthed after spending 11 months away from her home port.

Photo: CPO Brian Gentry



Ascension

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